

DESIGN & ACCESS STATEMENT ADDENDUM

MILTON KEYNES EAST

SEPTEMBER 2021



THE DESIGN TEAM



APPLICANT
St James Group
 Berkeley House
 15b St George Wharf
 London
 SW8 2LE



MASTERPLANNERS
JTP
 JTP Studios
 Unit 5, The Rum Warehouse
 Pennington Street
 London E1W 2AP



EMPLOYMENT ARCHITECTS
Stephen George and Partners
 Waterfront House
 2a Smith Way
 Grove Park
 Leicester LE19 1SX



ENGINEERS
WSP
 Unit 9
 The Chase
 John Tate Road
 Hertford SG13 7NN



PLANNERS & EIA COORDINATORS
Lichfields
 The Minster Building
 21 Mincing Lane
 London EC3R 7AG



LANDSCAPE ARCHITECTS
HTA
 78 Chamber Street
 Whitechapel
 London E1 8BL



ECOLOGISTS & AGRICULTURALISTS
HDA
 Hankinson Duckett Associates
 The Stables
 Howbery Park
 Wallingford OX10 8BA



LANDSCAPE & VISUAL IMPACT ASSESSMENT
Fabrik
 4 Emerson St
 London SE1 9DU



ARCHAEOLOGY & HERITAGE
RPS
 20 Western Avenue
 Milton Park
 Abingdon
 Oxfordshire OX14 4SH



ENERGY & SUSTAINABILITY
HODKINSON
 Trinity Court
 Batchworth Island
 Church Street
 Rickmansworth WD3 1RT

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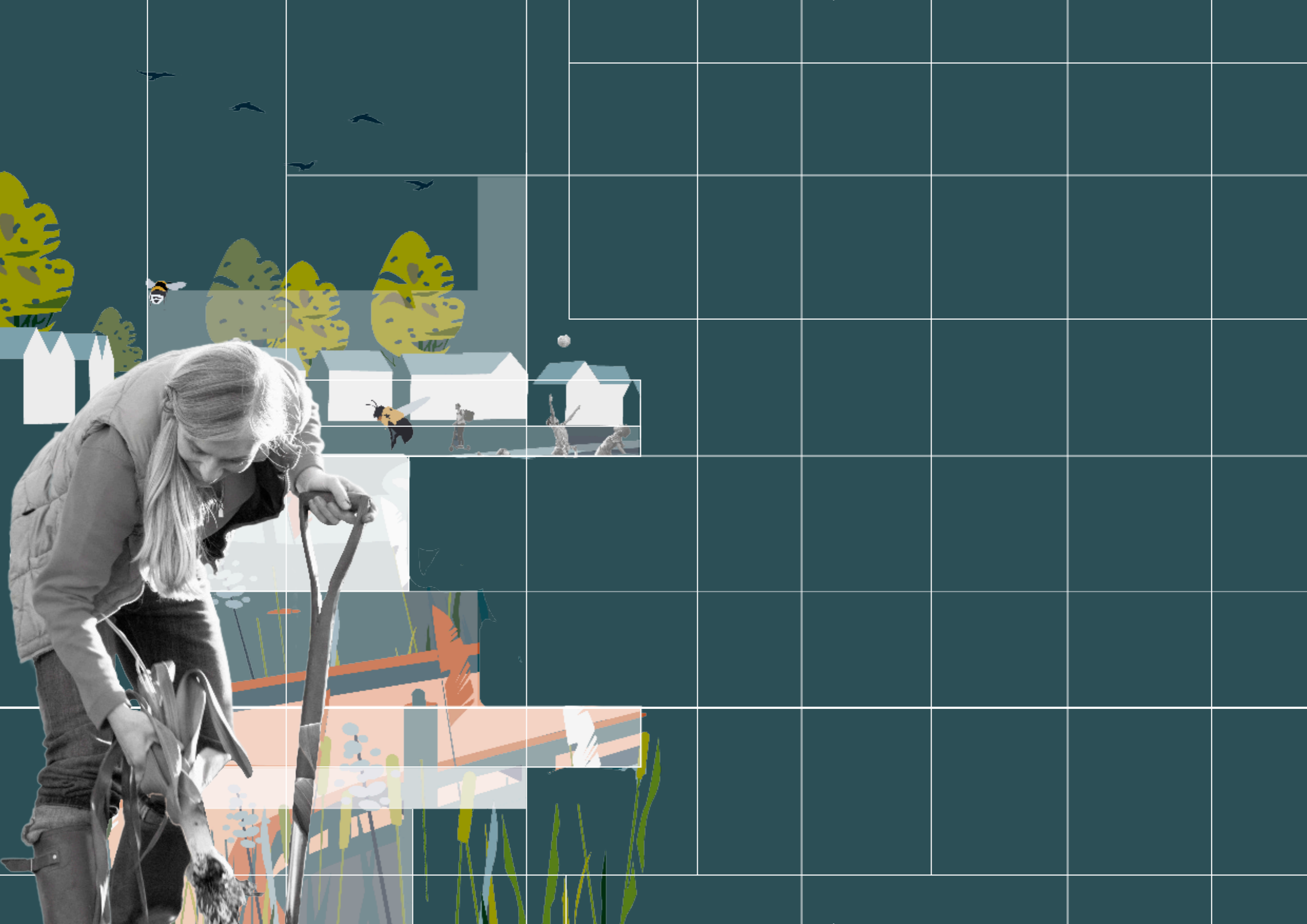
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CONTENTS AND DOCUMENT PURPOSE

DOCUMENT PURPOSE	1
CHAPTER 1 : PARAMETER PLANS	3
1.1 Land Use Parameter Plan	4
1.2 Movement and Access Parameter Plan	6
1.3 Green Infrastructure Parameter Plan	8
1.4 Building Heights Parameter Plan	10
CHAPTER 2 : ILLUSTRATIVE MASTERPLAN	13
2.1 Open Space, Sports and Play	14
2.1.1 Local Play Provision	14
2.1.2 Existing and Proposed Water Systems	15
CHAPTER 3 : CONNECTIVITY	17
3.1 Introduction & Illustrative Crossings Plan	18
3.2 Site Connectivity Plan	19
3.3 Illustrative Wider Connectivity Plan	20
CHAPTER 4 : TONGWELL STREET LAYOUT	23
4.1 Amended Road Layout	24
CHAPTER 5 : DETAILED COMPONENTS	27
5.1 Application Detailed Components	28

This Design and Access Statement Addendum has been produced to detail the minor updates made to the application proposals. These updates have been made to both the detailed and outline elements of the application to respond to the scheme’s evolving design requirements and respond to the local consultation which has been carried out. This Design and Access Statement Addendum should be read alongside the original Design and Access Statement (March 2021), which together form an important planning document, outlining the masterplan vision for the scheme and the principles for ongoing future design as part of the planning process.



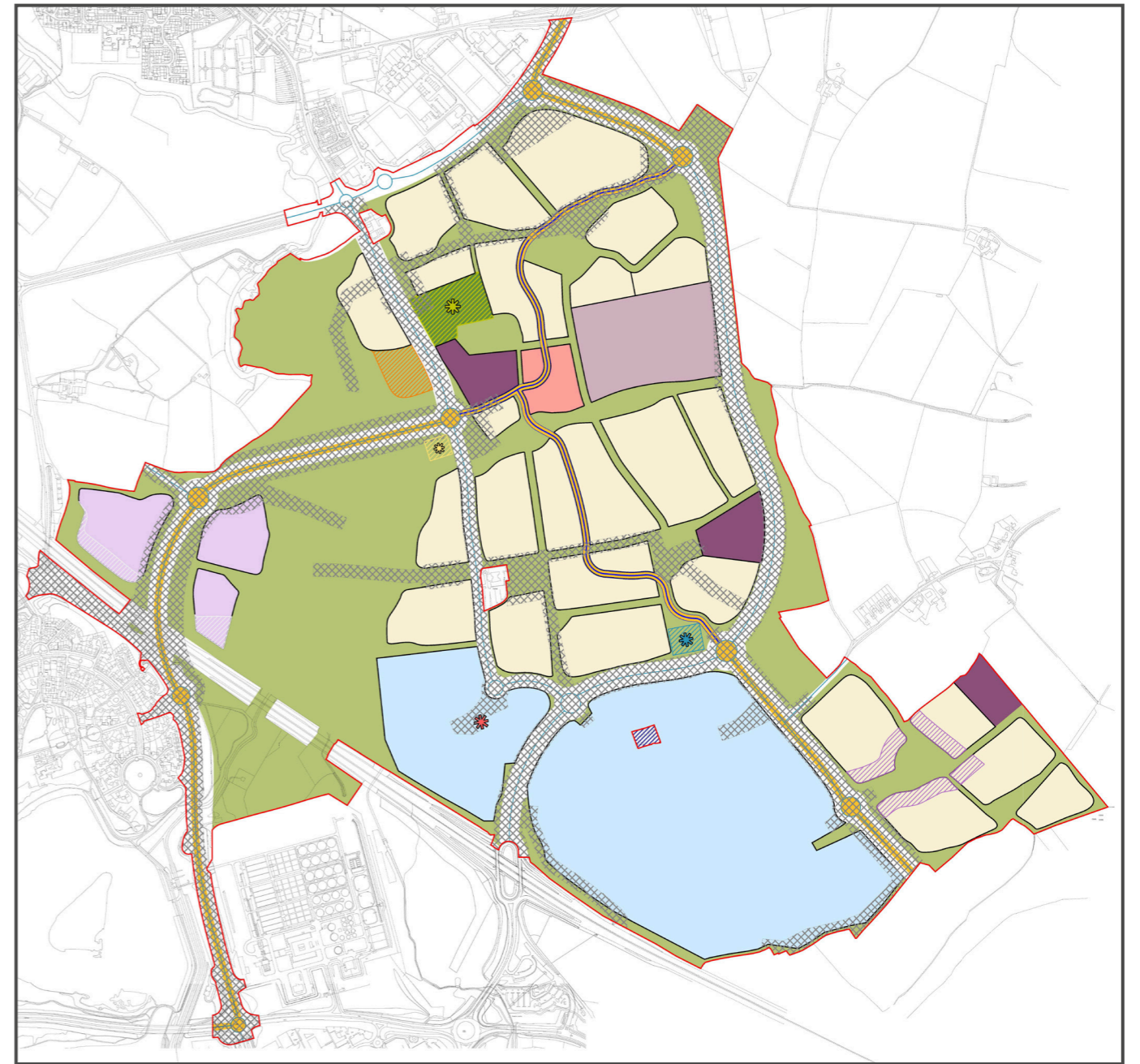
1. PARAMETER PLANS

Minor updates have been made to the four parameter plans which the outline element of this hybrid planning application is seeking approval for. The updates have been made in order to respond to the extensive consultation that is taking place in Milton Keynes as well as the developing design requirements of both the scheme and the surrounding area.

1. PARAMETER PLANS

LAND USE

The land use parameter plan has been updated to reflect changes associated with moving the location of the 'Eastern Link Roundabout 3' to the north eastern edge of the scheme, which has included minor revisions to layout including the primary street alignment, the local play area location and the area allowed for allotments. It also provides for a greater offset between the new homes proposed and the existing residences at Pym's Stables.



Previously submitted land use parameter plan

1. PARAMETER PLANS

LAND USE



Land use parameter plan

KEY

- Planning application boundary
- Application detailed zone. Information on highways and associated works being sought as part of the detailed component in this zone are shown for illustrative purposes only (for proposed detail refer to WSP drawings as scheduled in MKE-Dwgs-Plg-Rev 2)
- Residential use (C2,C3) including homes for the elderly, Secondary and Tertiary Streets, footways/cycleways, incidental open space, drainage features, and children's play areas
- Zone within which all new habitable room windows are 44m or more from existing habitable room windows at Pyms Stables
- Mixed use Community Hub including residential (C3), commercial, businesses and services (E,F1), Health Hub (E), community hall (F2) and transport interchange
- Zone within which local centre (C2,C3,E) is located
- Employment (E,B2,B8), or residential (C2,C3) including homes for the elderly, Secondary and Tertiary Streets, footways/cycleways, incidental open space, drainage features, and children's play areas
- No residential development within this zone, subject to detailed acoustic testing
- Employment use (E,B2,B8) (potential location for primary sub-station)
- Location of existing furniture warehouse outside of site boundary (access retained from internal estate road)
- ✱ Existing pumping station, to be retained or relocated (24/7 access maintained from estate road)
- ✱ Zone for location of potential primary sub-station or alternatively, potential primary sub-station located within employment use zone
- Primary school and playing fields (F1)
- Secondary school and playing fields (F1)
- Formal sports pitches and associated parking (F2)
- Zone within which community sports pavilion (F2) is located
- Zone within which community building/visitor centre (F2) is located
- Open space (including waterbodies, drainage features, footpaths/cycleways, vegetation/planted areas, play areas, retained trees and hedgerows, burial grounds, community woodlands, orchards and allotments, community gardens, and some elements of Primary, Secondary and Tertiary Streets)
- Open space with retained archaeology in-situ or residential (C2,C3), or sports provision (F2), subject to detailed archaeological investigation
- Route safeguarded for possible Mass Rapid Transit (MRT) scheme (with +/- 30m limit of deviation from centre line along route shown)
- Primary Street corridor (with +/- 30m limit of deviation from centre line along route shown)

Road corridor (refer to the Movement and Access Parameter Plan for detailed information)

Note: The redline and associated area shown in this drawing are based on guidance provided by others. JTP accept no responsibility or liability for reliance placed on, or use made of, this plan by anyone for purposes other than planning.

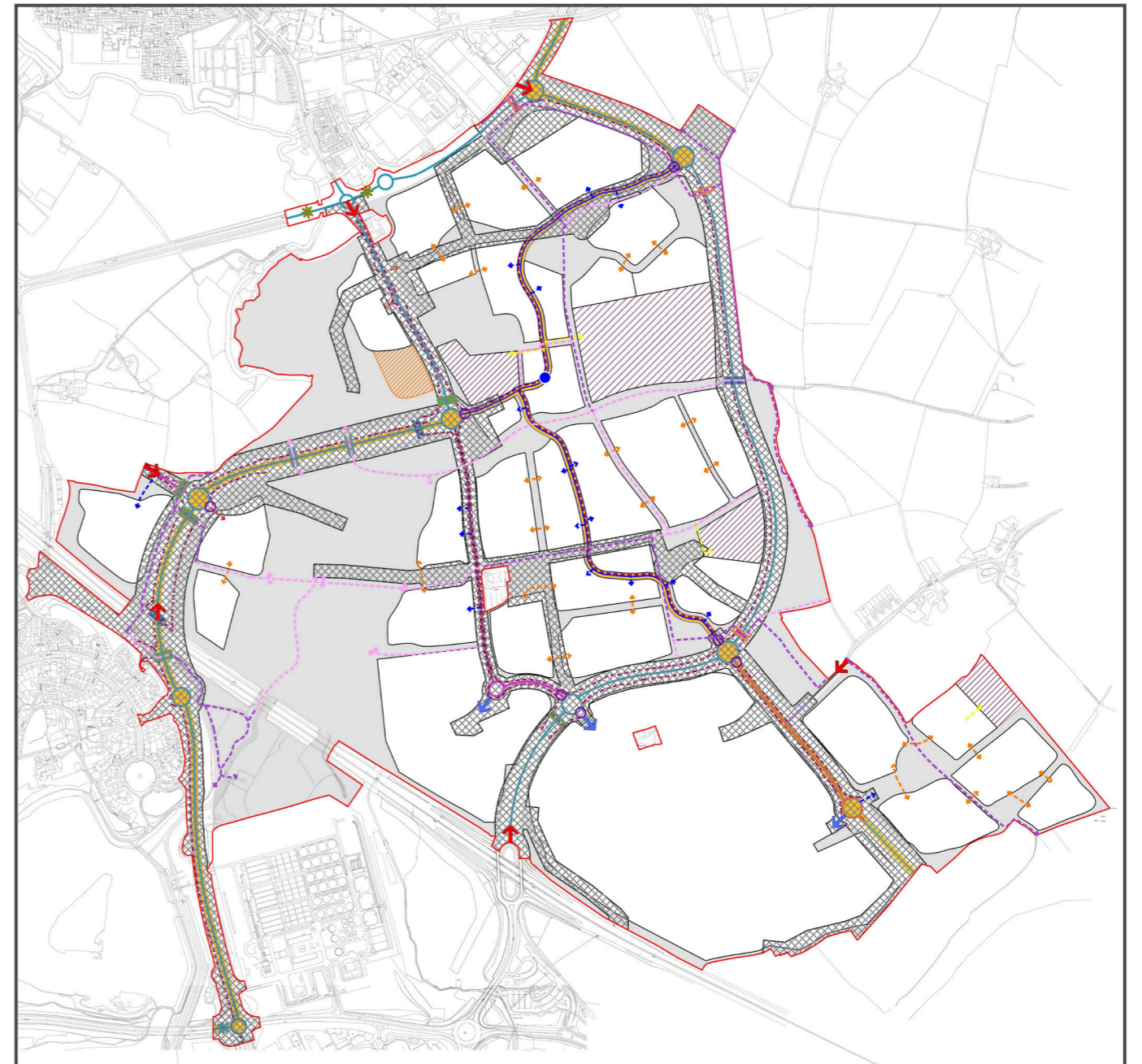
Note: All features and areas are subject to a lateral tolerance of +/- 10m unless stated otherwise.

Note: Access arrangements into the site will need to accord with the approved detailed element drawings.

1. PARAMETER PLANS

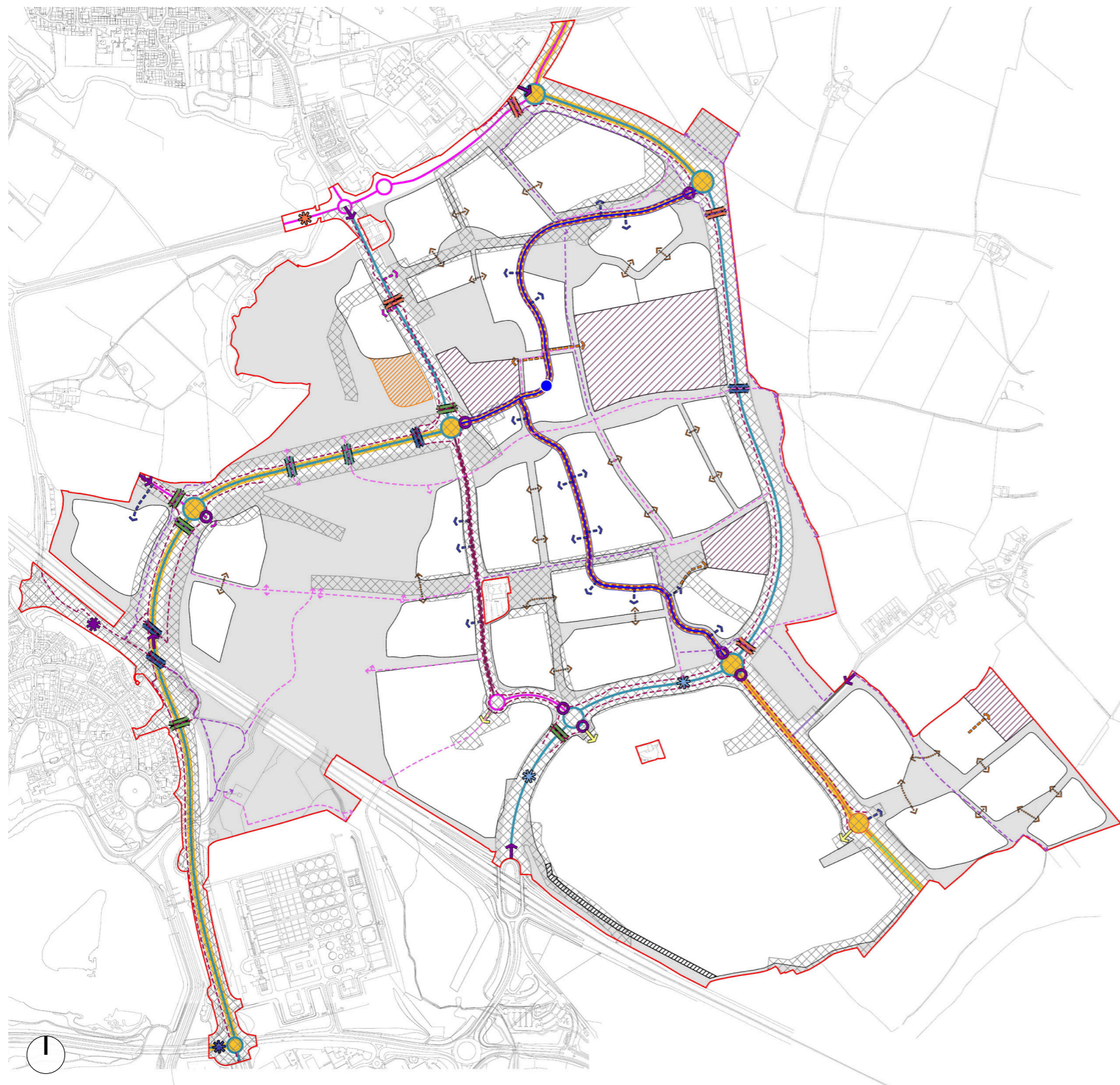
MOVEMENT & ACCESS

The movement and access parameter plan has been updated to reflect the impact that moving the 'Eastern Link Roundabout 3' has had on the primary road network and other access points in this location. Updates have been made to the Redway network, including the extension of the Redway network from Tongwell Roundabout to the new M1 bridge along the north side of the V11. Connections have also been added across the M1 and A509/A422 in light of consultation events, with additional crossings of internal roads also being introduced.



Previously submitted movement and access parameter plan

MOVEMENT & ACCESS



Movement and access parameter plan

KEY

- Planning application boundary
- Application detailed zone. Information on highways and associated works being sought as part of the detailed component in this zone are shown for illustrative purposes only (for proposed detail refer to WSP drawings as scheduled in MKE-Dwgs-Plg-Rev 2)
- Development area
- School and playing fields (F1)
- Open space
- Open space with retained archaeology in-situ or residential (C2,C3), or sports provision (F2), subject to detailed archaeological investigation
- Transport interchange to be located within the Community Hub
- Route safeguarded for possible Mass Rapid Transit (MRT) scheme (with +/- 30m limit of deviation from centre line along route shown)
- Primary Street corridor (with +/- 30m limit of deviation from centre line along route shown)
- Grid Road corridor
- Highway corridor safeguarded for Grid Road status
- Highway corridor safeguarded for future Cranfield bypass (with +/- 30m limit of deviation from centre line along route shown)
- Road corridor
- Downgraded A509 road corridor (with +/- 30m limit of deviation from centre line along route shown)
- Existing alignment of Newport Road
- Connection to Newport Road No vehicular access (existing Newport Road)
- - - > Vehicular access points to parcel from Grid Road
- - - > Vehicular access to parcel from other roads (with +/- 100m limit of deviation from centre line along route shown)
- < - - - Vehicular link across green corridor (with +/- 100m limit of deviation from centre line along route shown)
- ➔ Main vehicular, pedestrian/cycle site access points
- ➔ Main vehicular, pedestrian/cycle site access points to employment area
- - - > Main vehicular access points to schools (with +/- 100m limit of deviation from centre line along route shown)
- - - Public routes (retained and/or diverted routes including bridleways, public footpaths and pedestrian and cycle links) (with +/- 30m limit of deviation from centre line along route shown)
- - - New public routes (arrows denote key access points) (including bridleways, public footpaths and pedestrian and cycle links) (with +/- 50m limit of deviation from centre line along route shown)
- - - Route of proposed Redways (with +/- 30m limit of deviation from centre line along route shown)
- Location of new subway crossing
- Location of new foot/cycle crossing (with +/- 100m limit of deviation from centre line along route shown)
- Location of new at grade crossing (with +/- 50m limit of deviation from centre line along route shown)
- Location of new flood relief culvert (to also function as a pedestrian/cycle connection)
- Grade separated crossing integrated with bridge structure
- ✱ Potential for crossing of A509/A422
- ✱ Roundabout junction to be upgraded
- Safeguarded zone for potential future M1 footbridge landing, 15m wide corridor to be identified (building footprints to be located outside of this zone)
- ✱ Location of potential new subway crossing (with limit of deviation from location shown to be between the roundabouts on respective link lengths)
- ✱ V11 to be retained as a two way road

Note: The redline and associated area shown in this drawing are based on guidance provided by others. JTP accept no responsibility or liability for reliance placed on, or use made of, this plan by anyone for purposes other than planning.

Note: All features and areas are subject to a lateral tolerance of +/- 10m unless stated otherwise.

Note: Access arrangements into the site will need to accord with the approved detailed drawings.

Note: The site will be served by Demand Responsive Transport (DRT) with services providing pick up and drop off on non-fixed routes.

1. PARAMETER PLANS

GREEN INFRASTRUCTURE

The green infrastructure parameter plan has been updated to reflect changes to layout associated with the realigned roundabout, which has included needing to slightly move the location of one of the local play areas. The parameter plan has also been updated to allow for greater flexibility in the re-routing of hermitage stream within the employment parcel whilst maintaining the entry and exit points of the stream into and from the employment parcel.



Previously submitted green infrastructure parameter plan

GREEN INFRASTRUCTURE



Green infrastructure parameter plan

KEY

- Planning application boundary
- Application detailed zone. Information on highways and associated works being sought as part of the detailed component in this zone are shown for illustrative purposes only (for proposed detail refer to WSP drawings as scheduled in MKE-Dwgs-Plg-Rev 2)
- Development area
- Primary school and playing fields (F1)
- Secondary school and playing fields (F1)
- Sports pitches and associated parking
- Location of community sports pavilion
- Location of community building/visitor centre (F2)
- Existing woodlands
- Open space (including waterbodies, drainage features, footpaths/cycleways, vegetation/planted areas, play areas, retained trees and hedgerows, community gardens, and some elements of Primary, Secondary and Tertiary roads)
- Open space with retained archaeology in-situ or residential (C2,C3), or sports provision (F2), subject to detailed archaeological investigation
- River Ouzel linear park (including waterbodies, drainage features, informal open space, wildlife habitats, wetland areas, meadow land, wet woodlands, vegetation/planted areas, play areas, retained trees and hedgerows, footpaths/cycleways, and some elements of Primary, Secondary and Tertiary roads)
- Pineham nature reserve
- * Indicative location of temporary tree nursery
- Existing trees and hedgerows to be retained where possible (subject to detailed plot layout)
- * Proposed bat roost location (with +/- 100m limit of deviation)
- * Location of local play area with incidental open space (with +/- 25m limit of deviation)
- * Location of neighbourhood play area (with +/- 25m limit of deviation)
- * Burial grounds or remembrance garden or community woodlands
- * Allotments (including parking)
- * Community woodlands (including parking and potential allotments)
- * Location of community orchards
- * Existing watercourses
- * Indicative location of surface attenuation (ponds and basins)
- * Existing watercourse (present alignment shown) between points A and B to be diverted providing a minimum 30m wide corridor and structural landscape (realigned course and corridor to be located wholly within development parcel)
- * Primary Street corridor (with +/- 30m limit of deviation from centre line along route shown)
- * Road corridor (refer to movement and access parameter plan for detailed information)
- * Location of strategic landscaping within Grid Road corridors to include woodland and other planting and drainage features
- Public routes (retained and/or diverted routes including bridleways, public footpaths and pedestrian and cycle links) (with +/- 30m limit of deviation from centre line along route shown)
- New public routes (arrows denote key access points) (including bridleways, public footpaths and pedestrian and cycle links) (with +/- 50m limit of deviation from centre line along route shown)
- Route of proposed Redways (with +/- 30m limit of deviation from centre line along route shown)
- Location of landscape noise mitigation feature (required if residential use comes forward in this location)

Note: The redline and associated area shown in this drawing are based on guidance provided by others. JTP accept no responsibility or liability for reliance placed on, or use made of, this plan by anyone for purposes other than planning.

Note: All features and areas are subject to a lateral tolerance of +/- 10m unless stated otherwise.

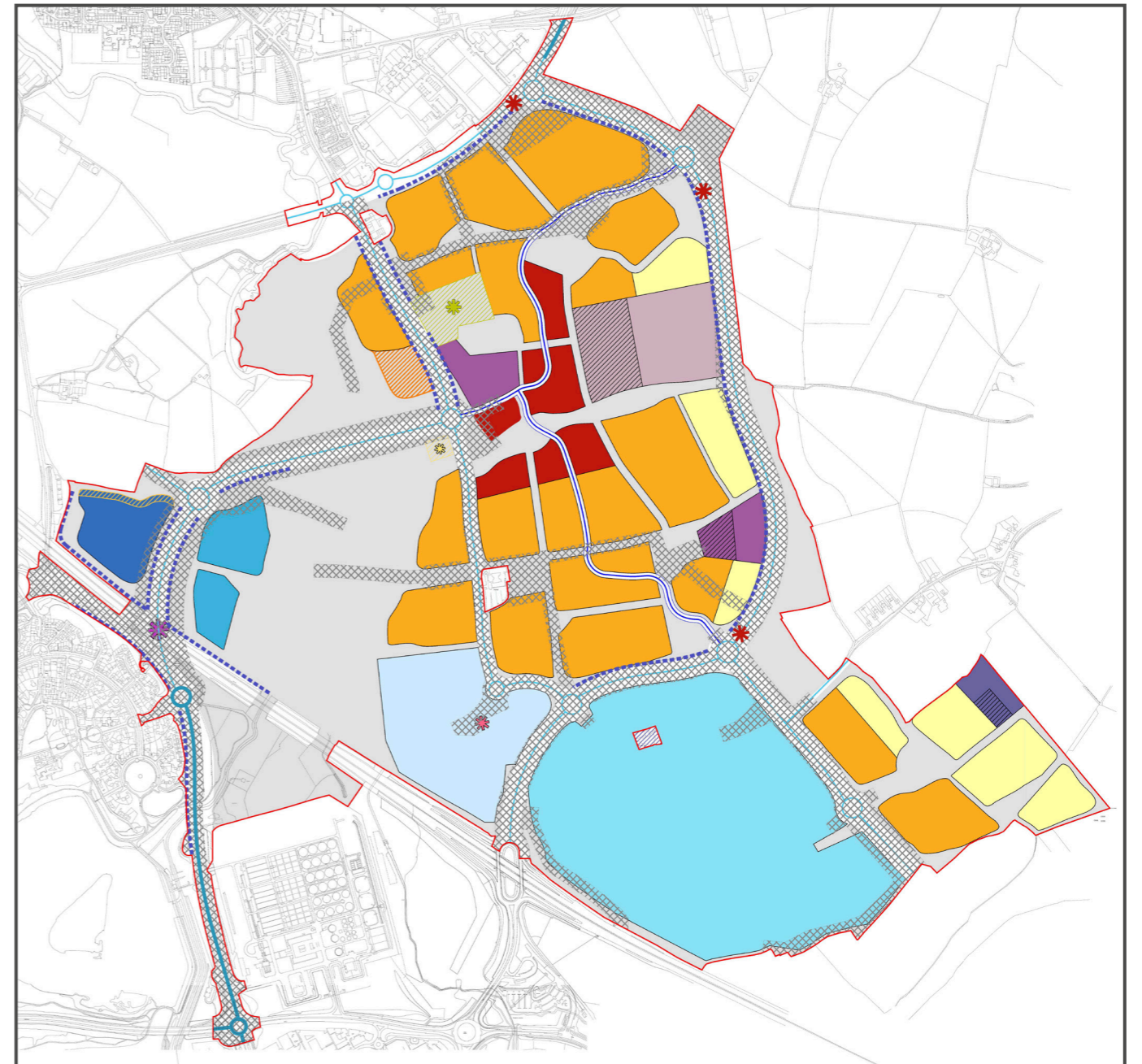
Note: Access arrangements into the site will need to accord with the approved detailed drawings.

Note: The location of existing hedgerows and trees are subject to the latest survey information available, further, more detailed survey information may be required.

1. PARAMETER PLANS

BUILDING HEIGHTS

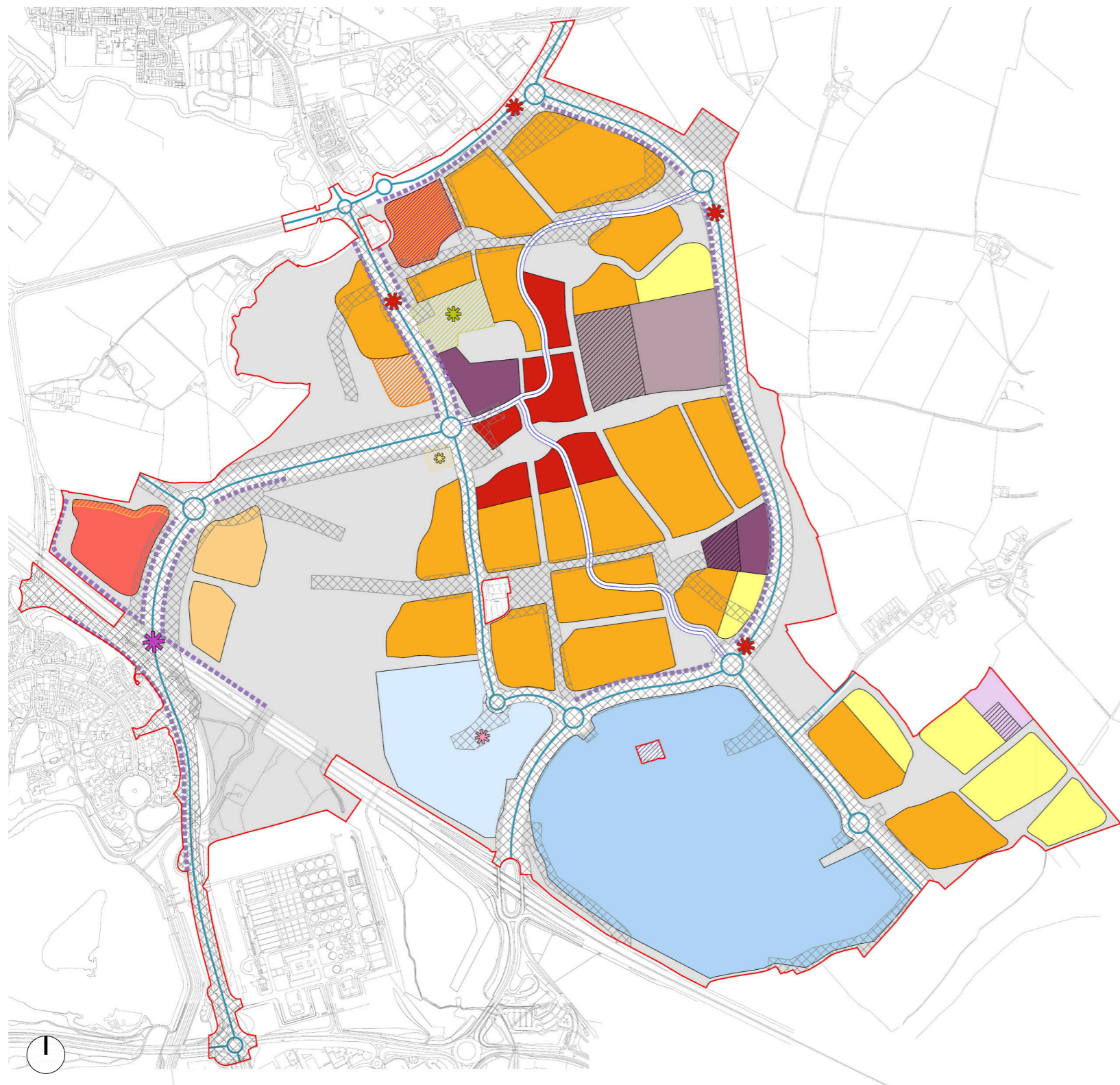
The building heights parameter plan has been updated to reflect the other changes, including minor layout changes and Pym's Stables offset, and the height parameters being added to new potential crossing locations of internal roads. The maximum number of storeys has now been clarified in the plan.



Previously submitted building heights parameter plan

1. PARAMETER PLANS

BUILDING HEIGHTS



Building heights parameter plan

KEY

- Planning application boundary
- Application detailed zone. Information on highways and associated works being sought as part of the detailed component in this zone are shown for illustrative purposes only (for proposed detail refer to WSP drawings as scheduled in MKE-Dwgs-Plg-Rev 2)
- Up to 6 storeys / max. 26m ridge height (from existing ground levels +/- 2m)
- Up to 4 storeys / max. 18m ridge height (from existing ground levels +/- 2m)
- Up to 2.5 storeys / max. 12.5m ridge height (from existing ground levels +/- 2m)
- Open space with retained archaeology in-situ or residential (C2,C3), or sports provision (F2), subject to detailed archaeological investigation. If residential, up to 4 storeys / max. 18m ridge height (from existing ground levels +/- 2m)
- Zone within which all new habitable room windows are 44m or more from existing habitable room windows at Pym's Stables
- If residential, up to 4 storeys / max. 18m ridge height (from existing ground levels +/- 2m). If employment (E, B2, B8); up to 13m max ridge height (+85m AOD +/- 2m)
- If residential, up to 4 storeys / max. 18m ridge height (from existing ground levels +/- 2m). If employment (E, B2, B8); up to 15m max ridge height (from existing ground levels +/- 2m)
- If residential, up to 4 storeys / max. 18m ridge height (from existing ground levels +/- 2m). If employment (E, B2, B8); up to 18m max ridge height (from existing ground levels +/- 2m)
- Employment (E,B2, B8); up to 21m max ridge height (+85 AOD +/- 2m)
- Employment (B2, B8); up to 29m max ridge height (+103 AOD +/- 2m)
- Location of primary school and playing fields (F1) up to 1 storey / max. 8m ridge height (from existing ground levels +/- 2m)
- Location of primary school and playing fields (F1) up to 2 storey / max. 12m ridge height (from existing ground levels +/- 2m)
- Location of secondary school and playing fields (F1) up to 3 storey / max. 15m ridge height (from existing ground levels +/- 2m)
- Zone for school built form (F1)
- Zone within which community sports pavilion (F2) is located. Up to 2 storeys / max. 12m ridge height (from existing ground levels +/- 2m)
- Zone within which community building/visitor centre (F2) is located. Up to 2 storeys / max. 12m ridge height (from existing ground levels +/- 2m)
- Location of existing furniture warehouse outside of site boundary (access retained from internal estate road)
- ✱ Existing pumping station, to be retained or relocated (24/7 access maintained from estate road)
- Primary Street corridor (with +/- 30m limit of deviation from centre line along route shown)
- Road corridor (refer to movement and access parameter plan for detailed information)
- ✱ Location of bridge over M1 (for detailed elements refer to detailed drawings)
- ✱ Location of foot/cycle bridge (up to 10m above carriageway level) (with +/- 100m limit of horizontal deviation)
- Location of noise barriers (for detailed elements refer to detailed drawings, where in outline, maximum height 4m AOD subject to detailed acoustic testing, with +/- 30m limit of horizontal deviation from centre line along route shown)

Note: The redline and associated area shown in this drawing are based on guidance provided by others. JTP accept no responsibility or liability for reliance placed on, or use made of, this plan by anyone for purposes other than planning.

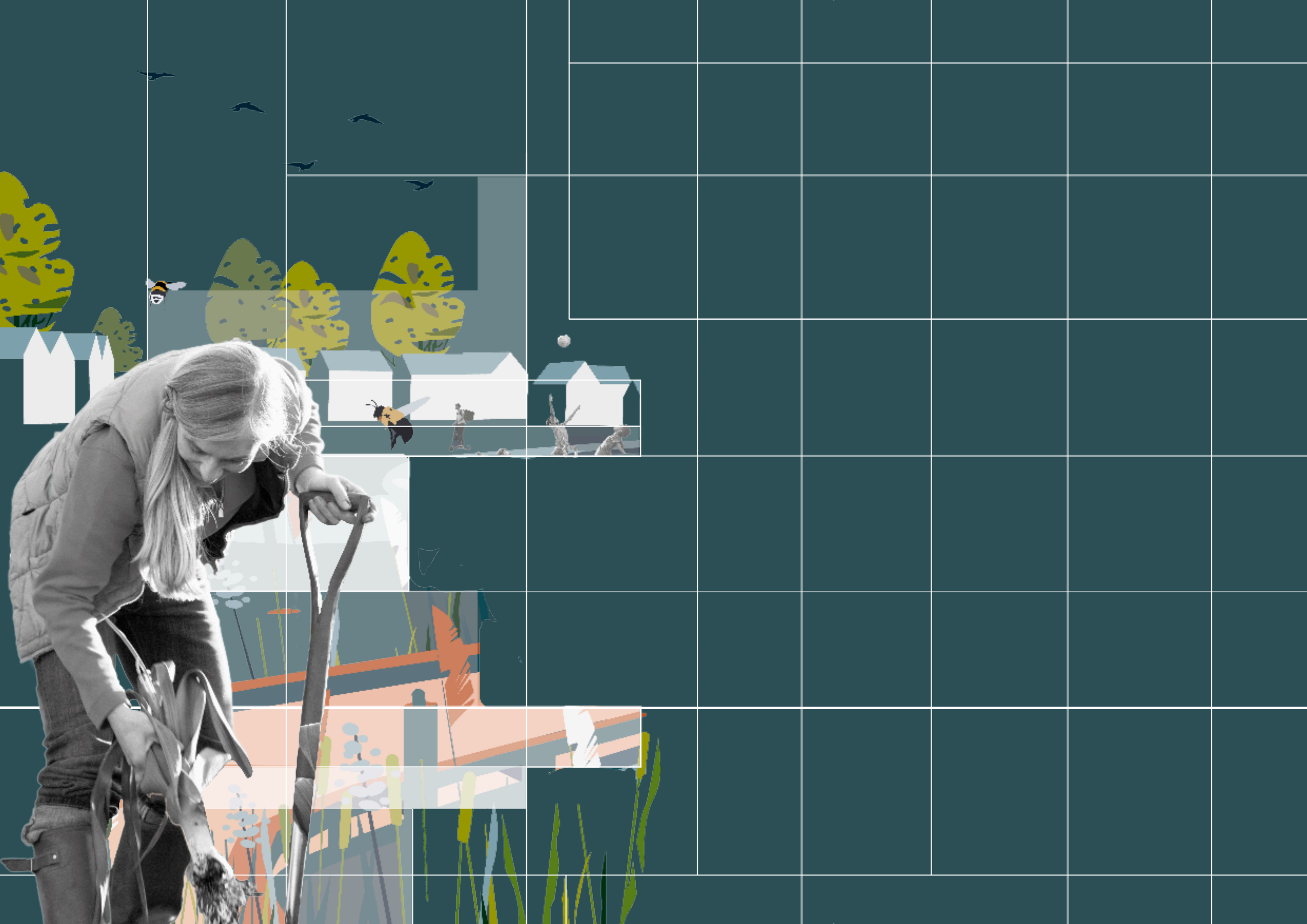
Note: All features and areas are subject to a lateral tolerance of +/- 10m unless stated otherwise.

Note: The heights parameter plan prescribes the maximum heights of buildings across the development site. The heights enable the provision of 1, 2, 2.5, 3, 4, 5 and 6 storey residential buildings and non-residential equivalent buildings and allows for a variation in the eaves, ridge heights and roof forms of buildings. The height excludes chimneys / flues.

Note: The transition between different height parameters within development parcels can be sufficiently flexible to avoid individual buildings having to step from one height to another.

Note: For details of bridge proposals please refer to the detailed highways drawings.

Note: The maximum height of bridges excludes lighting columns or signage.



2. ILLUSTRATIVE MASTERPLAN

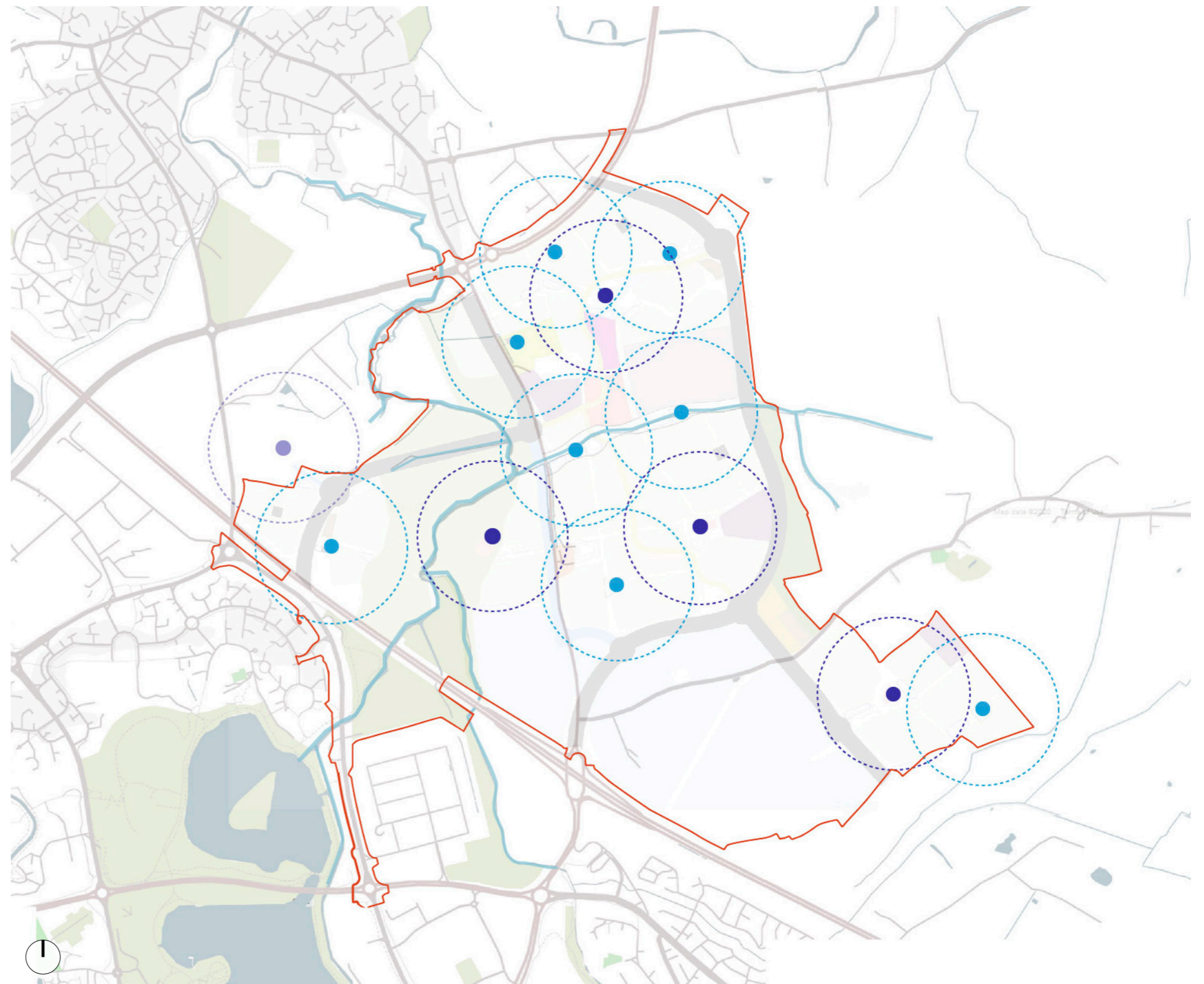
An illustrative masterplan was submitted as part of the hybrid planning application to demonstrate that the site can and will be developed in accordance with the design framework and proposed parameter plans. Certain elements of the illustrative masterplan have been updated in order to respond to the minor updates made to the parameter plans detailed in Chapter 1.

2. ILLUSTRATIVE MASTERPLAN



OPEN SPACE, SPORTS & PLAY

LOCAL PLAY PROVISION

This plan has been updated to show the catchment areas of the proposed play areas, with the location of one local area of play amended in the north east of the scheme. It shows that the overall coverage of play provision will be maintained and that suitable offset distances from hazards (e.g. roads and waterbodies) can continue to be achieved within the parameters.



KEY

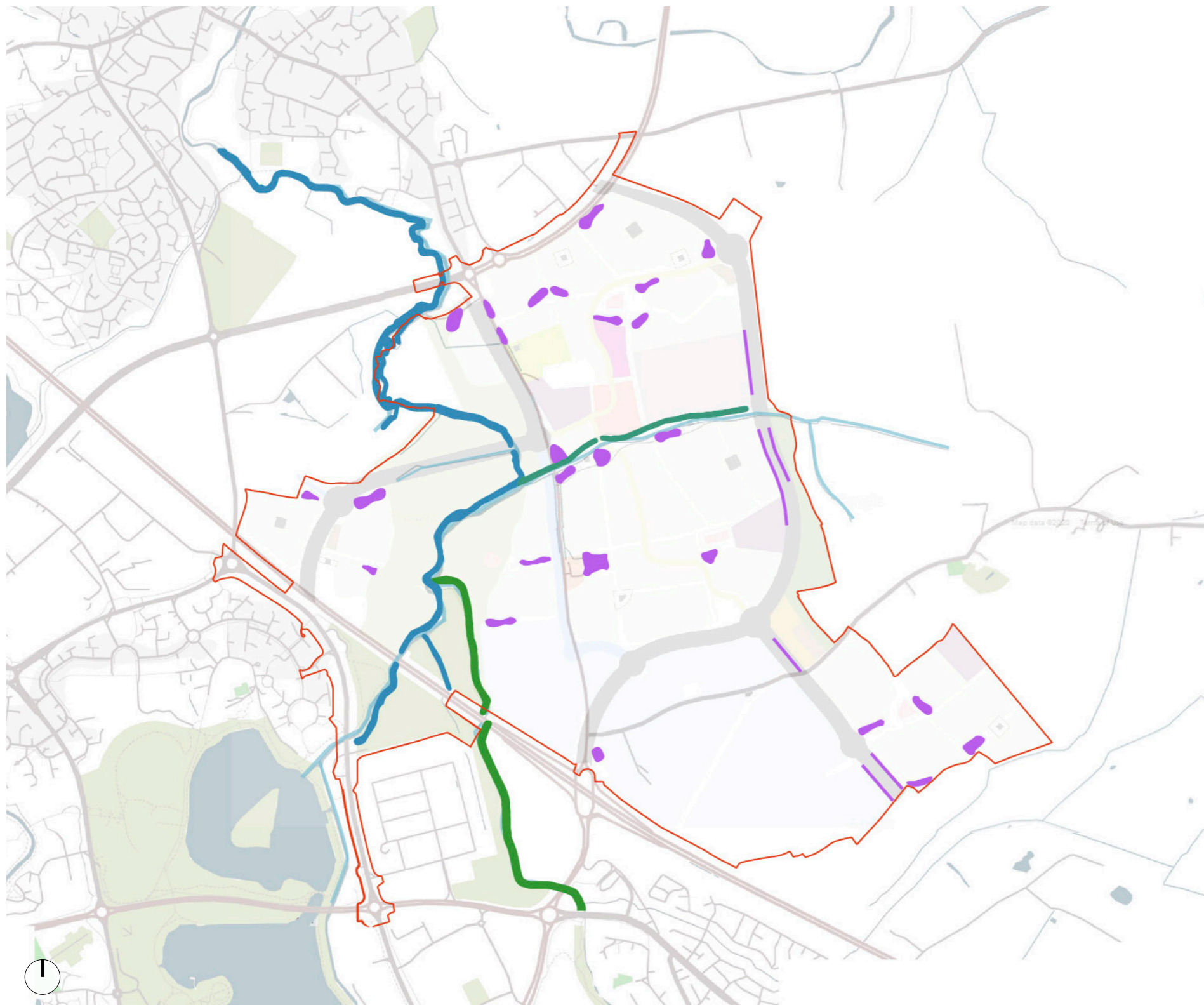
-  Neighbourhood play with local catchment
-  Local play catchment


Local play catchments

OPEN SPACE, SPORTS & PLAY

EXISTING AND PROPOSED WATER SYSTEMS




This plan has been updated to reflect the changes made to the location of retention ponds and the water conveyance channels within the detailed element of the application.



Location of existing and proposed water systems

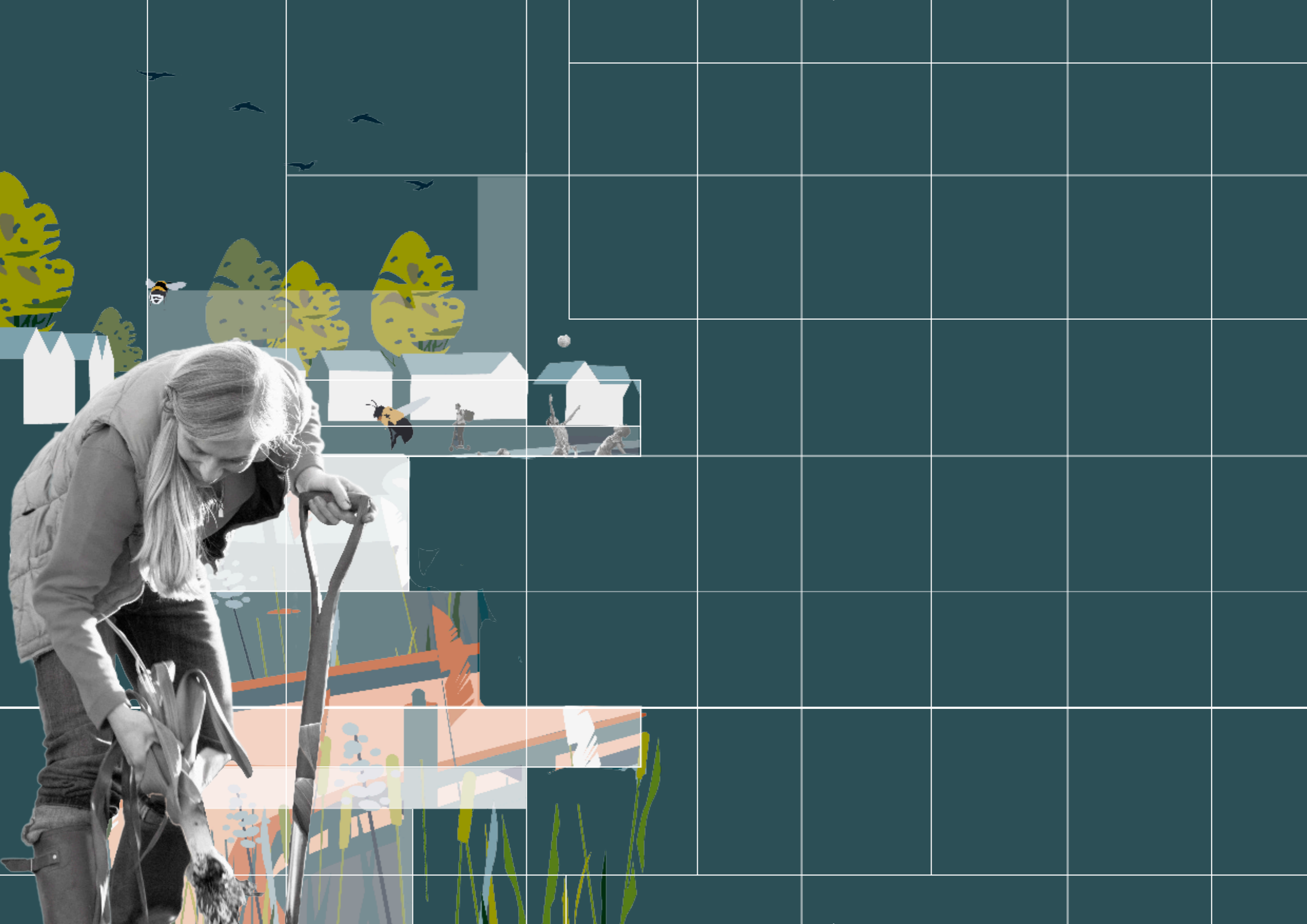
KEY

Existing features

-  River Ouzel
-  Moulsoe Stream
-  Broughton Brook

Proposed sustainable water systems

-  Retention ponds



3. CONNECTIVITY













This chapter sets out the proposed connectivity between Milton Keynes East and Newport Pagnell to the north and Willen/Brooklands to the south.

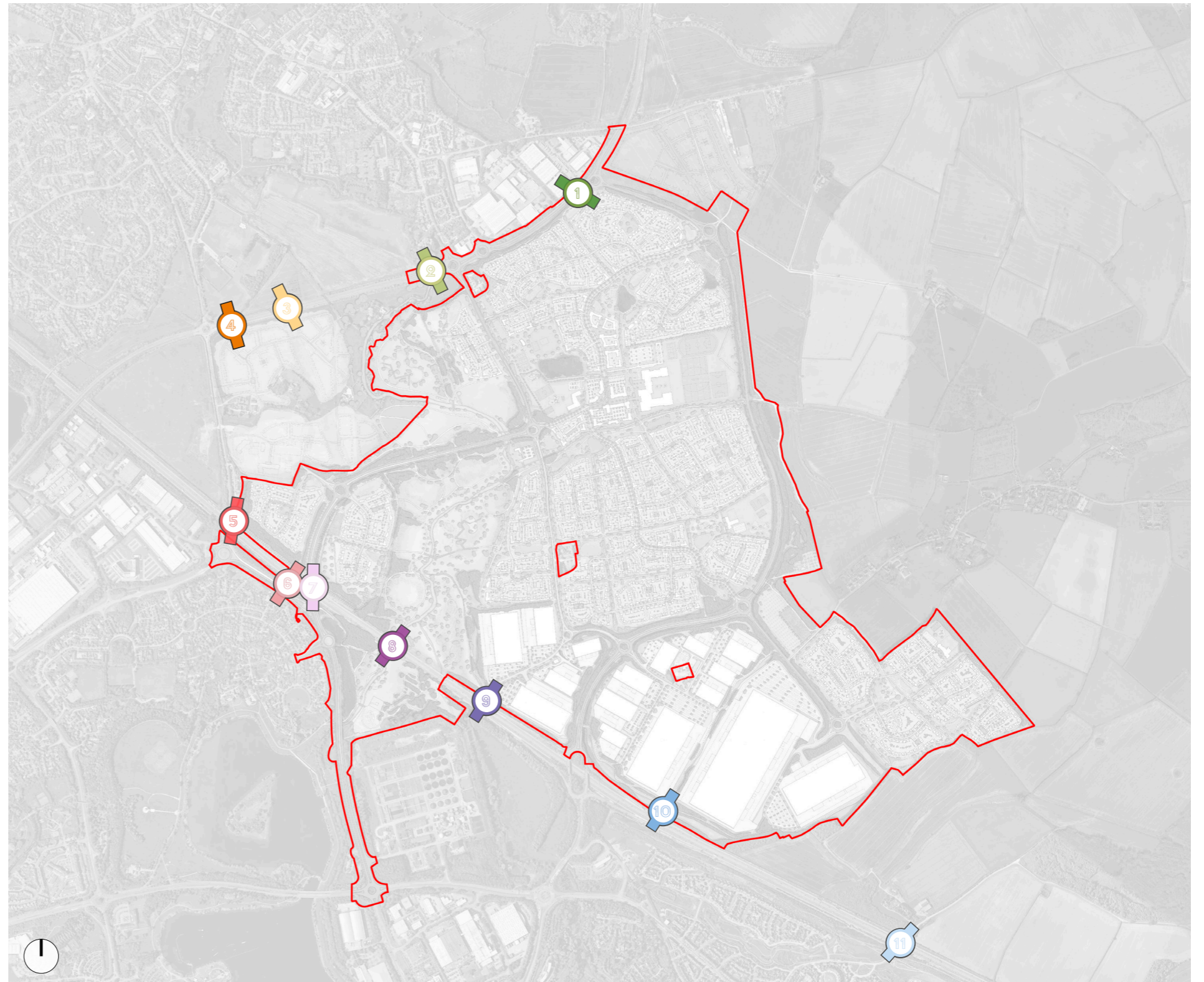
3. CONNECTIVITY

INTRODUCTION & ILLUSTRATIVE CROSSINGS

The connectivity between Milton Keynes East and Newport Pagnell to the north and Willen/Brooklands to the south is an essential benefit of the scheme. Milton Keynes East will improve the pedestrian and cycle network in Milton Keynes with the masterplan being designed to promote walking and cycling. The extension and connection of the Redway network in and around Milton Keynes East is a fundamental part of the scheme and the adjacent illustrative crossings plan and following site connectivity and illustrative wider connectivity plans seek to demonstrate this.

KEY

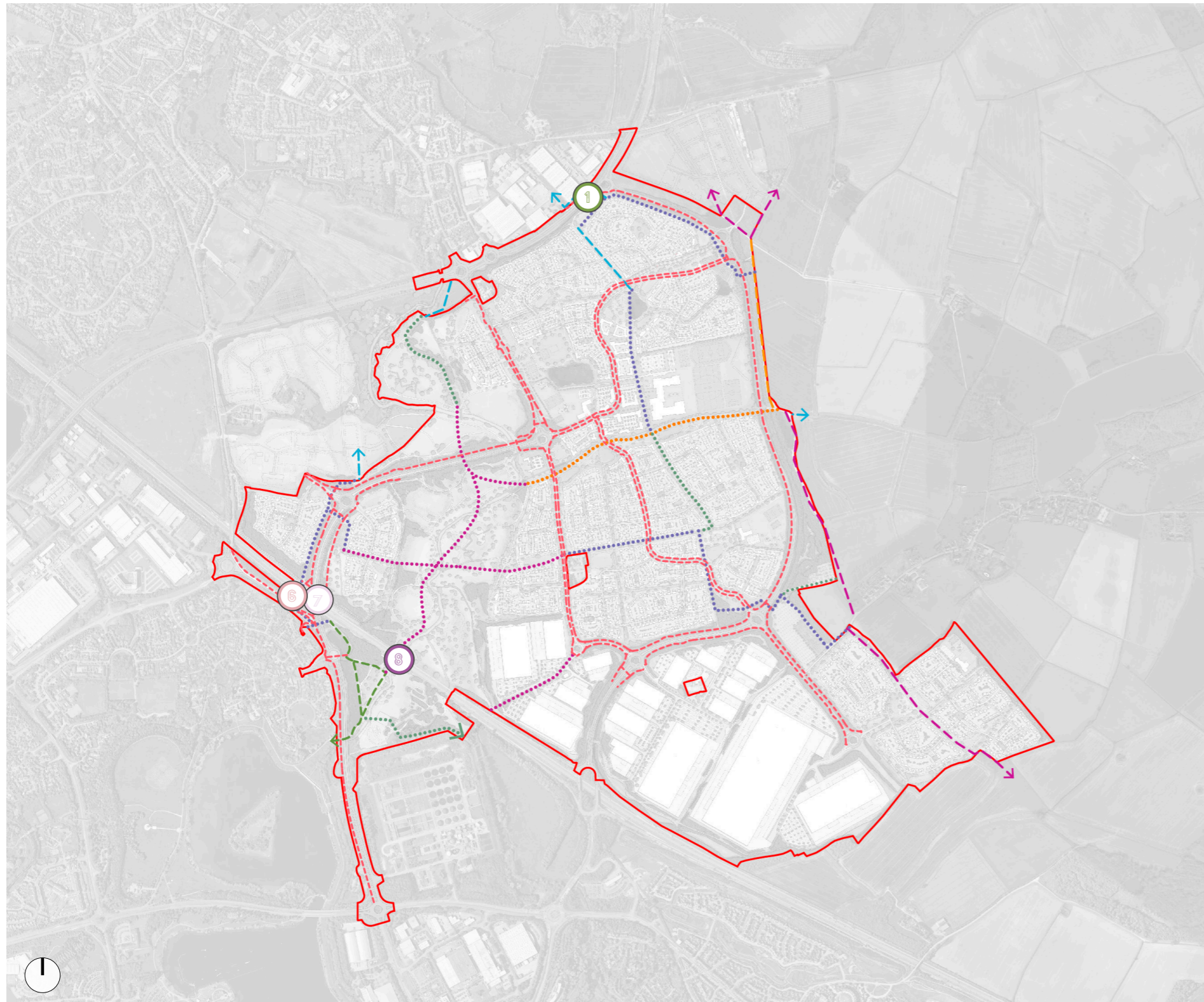
-  Planning application boundary
-  1 A new foot/cycle bridge over the A509 with Redway connection to Howard Way (to be delivered by St James)
-  2 Upgrade to existing subway beneath the A422 to provide pedestrian/cycle connectivity between the B526 London Road and the A509 (to be delivered by St James, subject to third party land agreements)
-  3 A new foot/cycle bridge over the A422 connecting MKE with existing PROW towards Newport Pagnell (to be delivered by Bloor)
-  4 A new signal controlled road crossing as part of the signalisation of Marsh End Roundabout connecting new Willen Road Redways (to be delivered by Bloor/Newlands)
-  5 Incorporation of a Redway on western side of existing Willen bridge, connecting new Willen Road Redway with existing Redway along Dansteed Way (to be delivered by Newlands)
-  6 Upgrade to existing farm accommodation bridge for use by pedestrians and cyclists (to be delivered by St James)
-  7 A new road bridge (including Redway) over the M1 connecting MKE with new redway along Tongwell Street (to be delivered by St James)
-  8 Upgrade to existing subway beneath M1 connecting MKE with existing leisure routes through parkland (to be delivered by St James)
-  9 Upgrade to existing subway beneath M1 connecting MKE with proposed leisure routes through parkland (to be delivered by St James, subject to third party land agreements)
-  10 Safeguarded landing zone for new foot/cycle bridge over the M1 to be delivered in the future (to be delivered by MKC)
-  11 Existing Broughton Grounds Lane Bridge providing connectivity between MKE and Brooklands



Illustrative crossings plan

3. CONNECTIVITY

SITE CONNECTIVITY



KEY

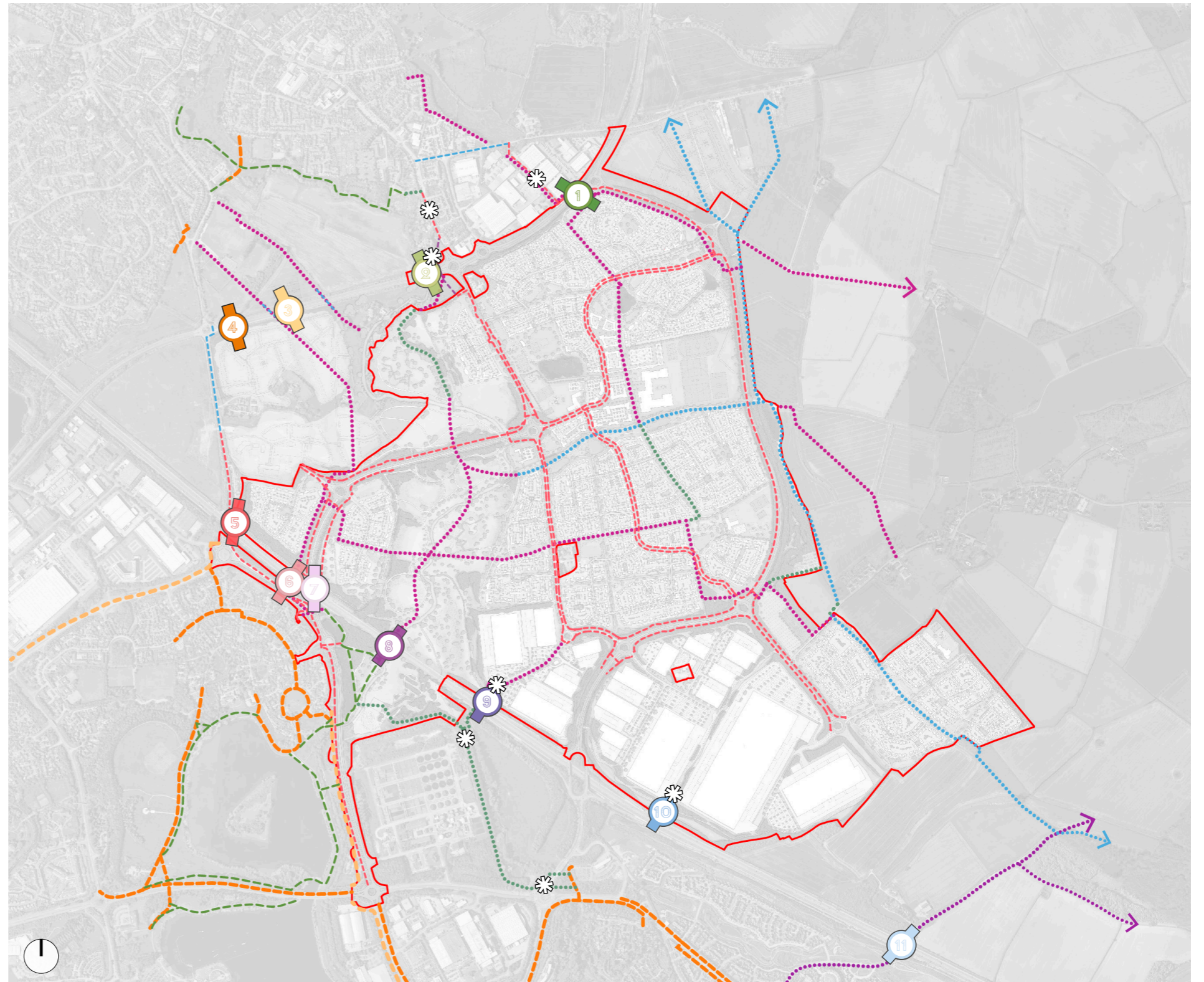
- Planning application boundary
- Existing bridleway (retained)
- Proposed bridleway diversion
- ⋯ Proposed bridleway (4m wide with pedestrian/cycle link to run alongside route)
- Existing public footpath (retained)
- ⋯ Proposed public footpath diversion
- ⋯ Proposed public footpath
- - - Proposed Redway/footway
- Existing leisure route/traffic free/quiet route
- ⋯ Proposed leisure route/traffic free/quiet route

1
Site connectivity plan

3. CONNECTIVITY

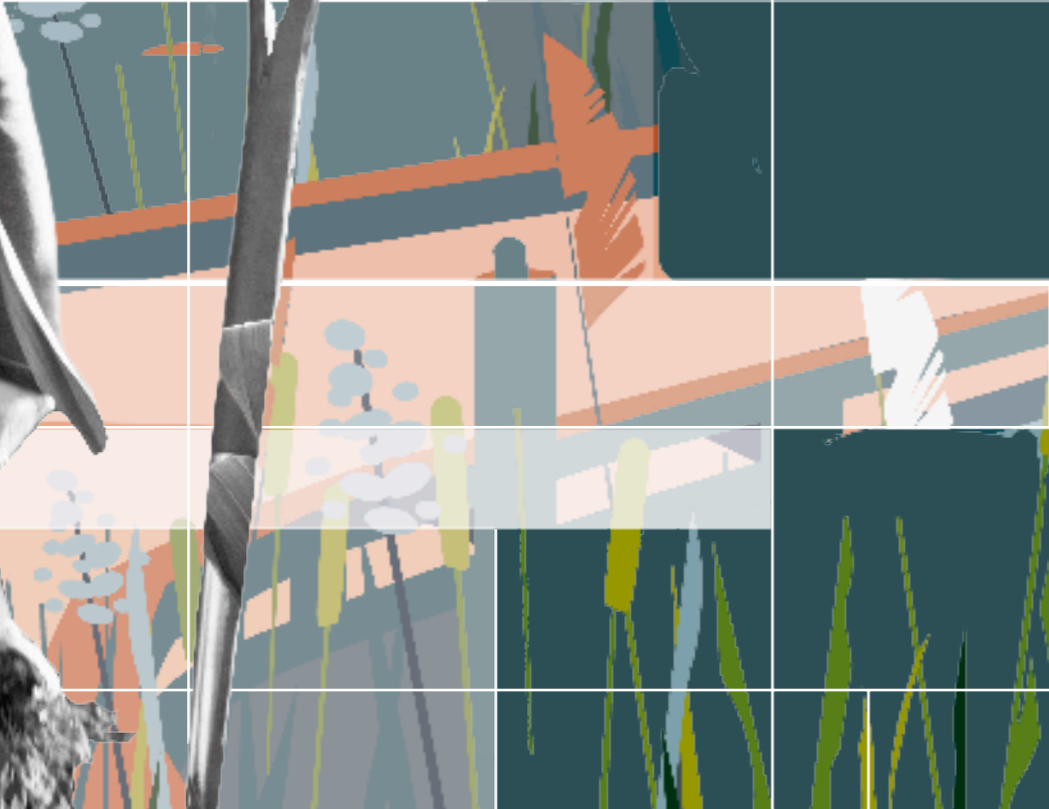
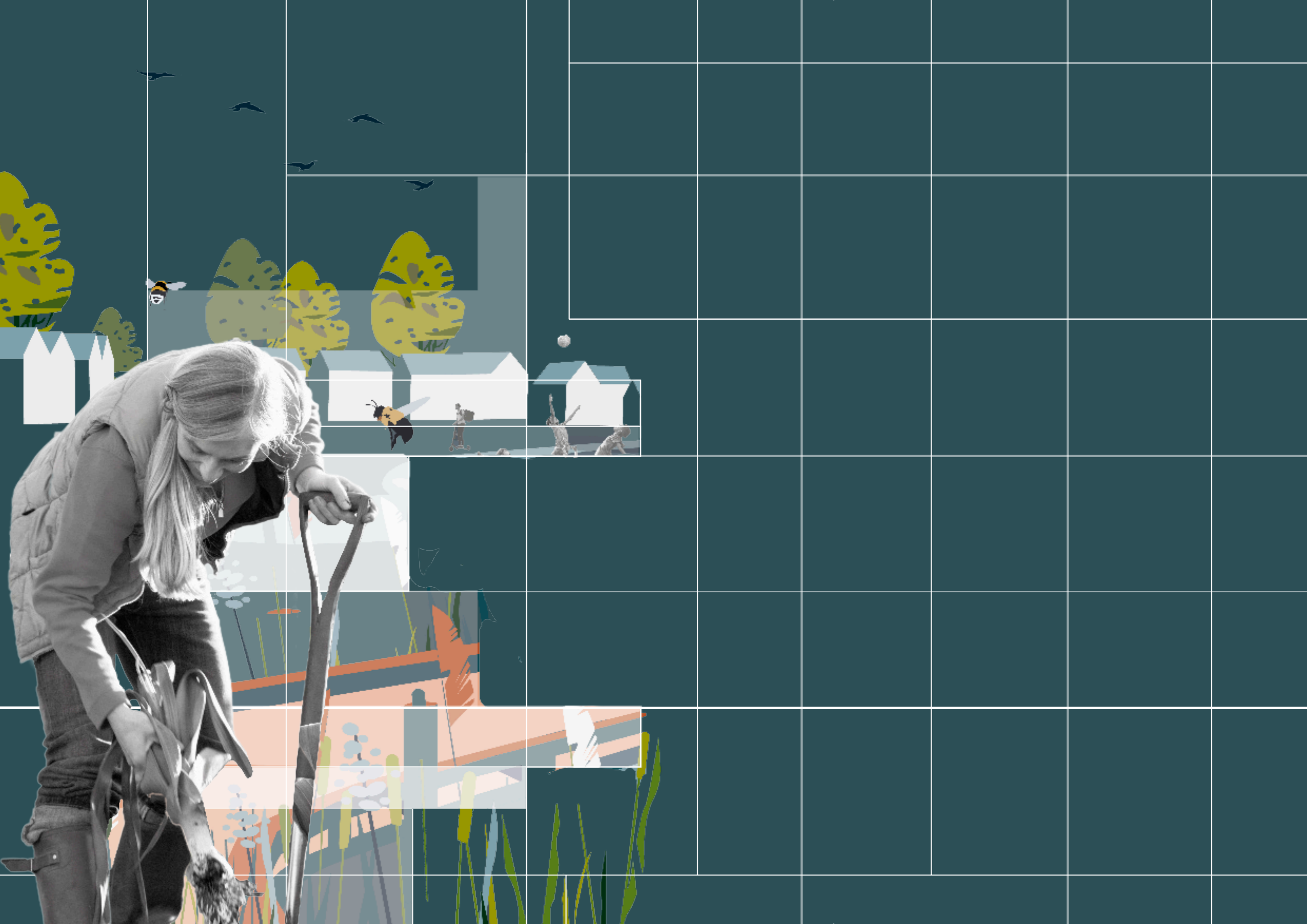
ILLUSTRATIVE WIDER CONNECTIVITY

- KEY**
- Planning application boundary
 - Existing super Redway
 - Existing Redway
 - - - Proposed Redway/footway
 - - - Proposed Redway (subject to 3rd party land)
 - - - Existing leisure route/traffic free/quiet route
 - - - Proposed leisure route/traffic free/quiet route
 - Public footpath
 - Bridleway
 - Proposed Redway/crossing to be delivered by others
 - ✱ Subject to third party land agreements



Illustrative wider connectivity plan

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4. TONGWELL STREET LAYOUT

This chapter sets out the updated highway layout on Tongwell Street which has been amended following extensive public consultation.

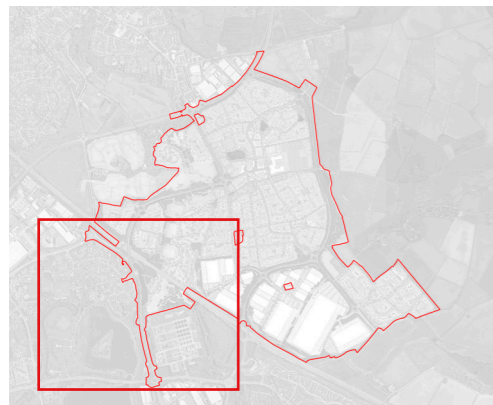
4. TONGWELL STREET LAYOUT

AMENDED ROAD LAYOUT

The highway layout on Tongwell Street has been amended following extensive public consultation. The proposed Carleton Gate Roundabout has been removed with the southbound lane between Tongwell Roundabout and the proposed new bridge over M1 being restored, meaning Tongwell Street is now both northbound and southbound (two-way) in its entirety, maintaining the grid system that is so unique to Milton Keynes.

Amendments after Consultation:

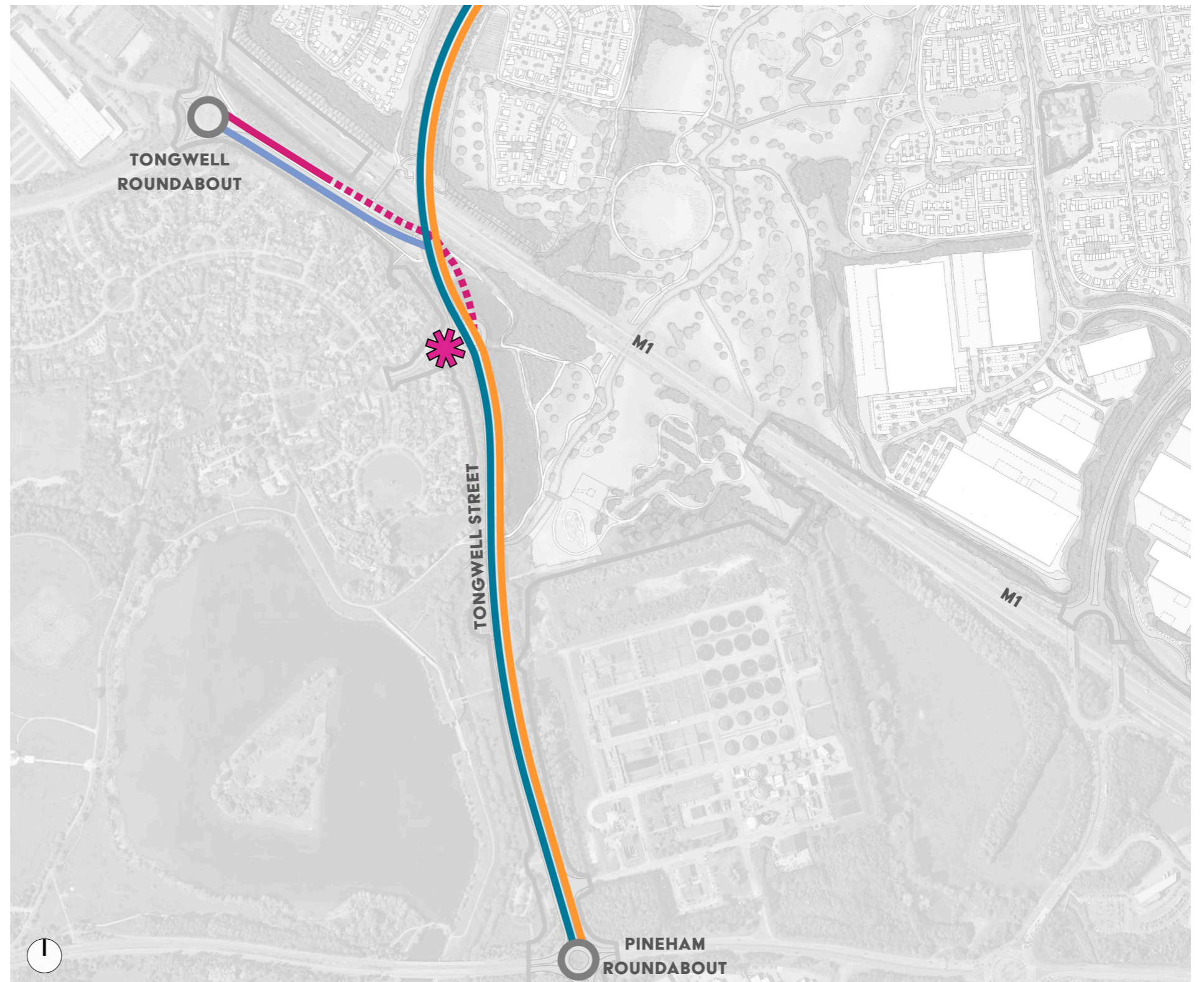
- Retain the V11 Tongwell Street as two way;
- Remove the proposed new roundabout at Carleton Gate;
- Close the existing vehicular access/exit at Carleton Gate (except pedestrian & cyclists);
- Remove the opportunity for rat running through Willen estate.;
- Provide an extended noise buffer across Carleton Gate;
- Incorporate new cycle routes from Tongwell Roundabout to the Coachway at J14; and
- Provide a new underpass under the V11.



Key plan

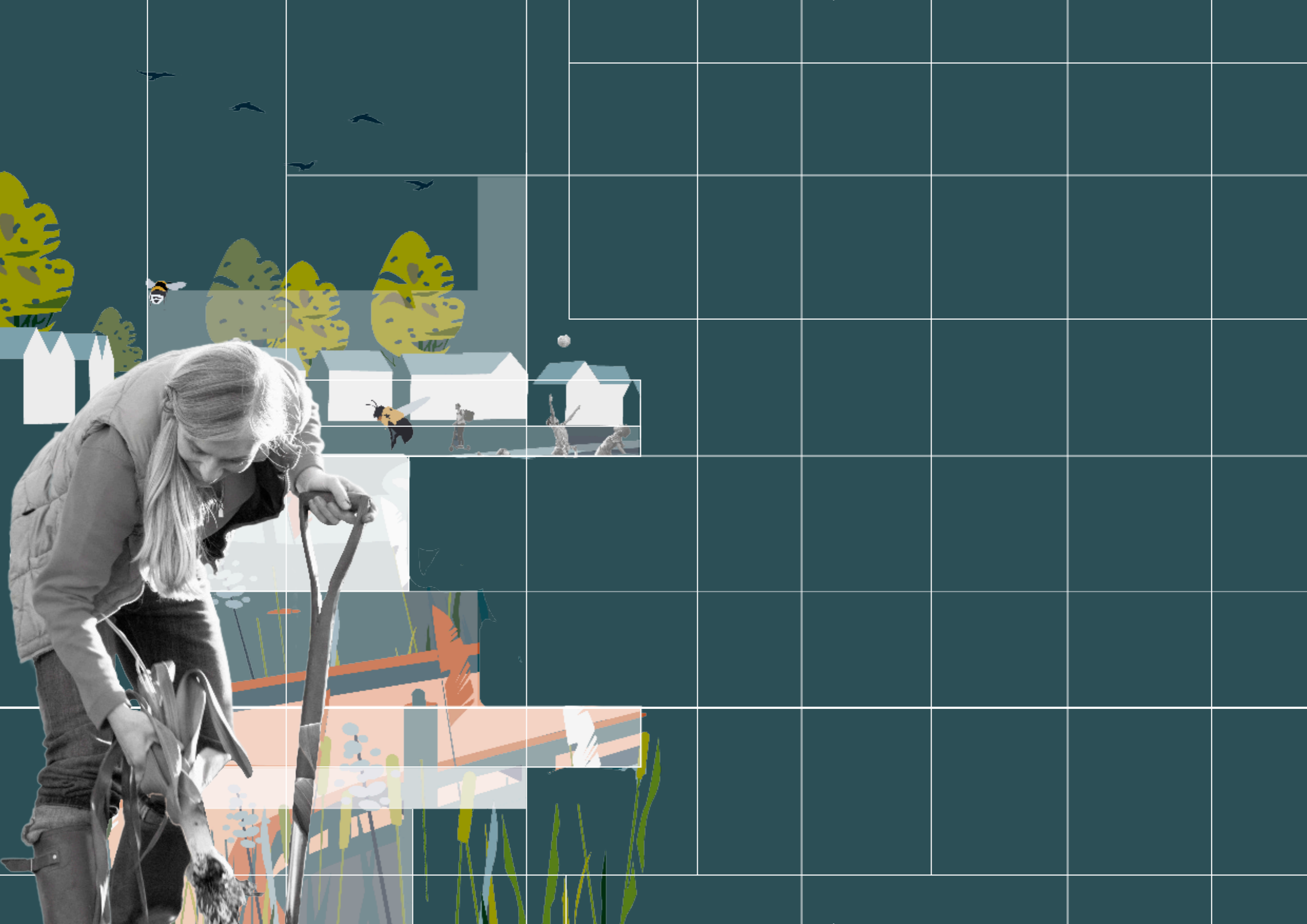
KEY

- Dual carriageway (northbound)
- Dual carriageway (southbound)
- Single carriageway (northbound)
- Single carriageway (southbound)
- Single carriageway (southbound, running under the M1 bridge)
- ✳ No vehicular access or egress at Carleton Gate



Tongwell Street layout plan

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5. DETAILED COMPONENTS

This chapter sets out the latest and final detailed application elements. The updates include the design of the attenuation ponds and the highway layout on Tongwell Street.















5. DETAILED COMPONENTS

APPLICATION DETAILED COMPONENTS

The planning application is a hybrid, which comprises some elements submitted in outline and some in detail. As part of the application, several strategic highways and multi-modal transport infrastructure elements will be applied for in detail. This includes new road and Redway extensions; a new bridge over the M1 motorway; a new bridge over the River Ouzel; works to the Tongwell Street corridor between Tongwell Roundabout and Pineham Roundabout including new bridge over the River Ouzel; alignment alterations to A509 and Newport Road; and associated utilities, earthworks and drainage works. This page sets out these detailed components.

The plan has been updated to reflect the latest and final detailed application elements. The updates include the design of the attenuation ponds which now work better with the masterplan, complimenting the landscape strategy whilst maintaining the required storage volumes. The highway layout on Tongwell Street has also been upgraded following extensive public consultation. The proposed Carleton Gate Roundabout has been removed with the southbound lane between Tongwell Roundabout and the proposed new bridge over M1 being restored, meaning Tongwell Street is now both northbound and southbound (two-way) in its entirety, maintaining the grid system that is so unique to Milton Keynes.

KEY

	Carriageway		Bus stop
	Redways		Existing farm outbuildings to be demolished
	Footpath		Surface water drainage
	Bridleway		Geocellular water drainage
	Central islands		Headwall
	Soft verges	*Note: There are sections of foul drainage within the transport corridor which are included within the detailed element of the application but excluded from this drawing.	
	Attenuation pond		
	Noise fence		
	Earthwork		



Plan illustrating detailed components

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