

Executive Report



Delegated Decisions - 12 December 2023

H10 Extension - Phase 1 Delivery

Name of Cabinet Member	Councillor Pete Marland (Leader of the Council)
Report sponsor	Paul Thomas Director of Planning and Placemaking
Report author	Paul Van Geete Tariff Programme Manager paul.vangeete@Milton-keynes.gov.uk

Exempt / confidential / not for publication	No
Council Plan reference	8 Well planned growth and renewal
Wards affected	Danesborough and Walton and neighbours

Executive Summary

Following on from the Delegated Decision of 25 January 2022, the Council in conjunction with the relevant developer, has advanced the work to design the first phase of the extension of the H10 grid road, which will take the H10 into the Church Farm development, and towards the South East Milton Keynes Strategic Urban Extension (SEMK).

Prior to moving to a final position on the design works and delivery programme, which will be detailed in a further Decision to be made in the New Year, works to complete the design and facilitate the delivery phase are required to be carried out over the winter and require further funding at this stage.

Permission is sought at this stage to release additional funding from the Tariff Programme to finance the works required to facilitate the completion of the H10 extension design work, particularly the design of the bridge structure providing grade separation over Byrd Crescent, and the advance works required to allow for the delivery of the extended H10, works which are expected to commence, subject to the required approvals, in the second half of 2024.

1. Proposed Decisions

- 1.1 That design work on the remaining elements of the first phase of the extended H10, and discussions on delivery, be completed so that full proposals for delivery can be brought forward early in 2024.
- 1.2 That additional funding of £710,000 be released from the Tariff Programme to fund the remaining design works and the preparatory works necessary to make delivery of the H10 possible.
- 1.3 That the use of the current Highways term service Contract with Ringway be approved, in order to complete the proposed temporary works for the extension of the H10.
- 1.4 That authority be delegated to the Director of Environment and Property to approve the use of Parks Trust to deliver the vegetation clearance, subject to compliance with subsidy control requirements and compliance with procurement law.
- 1.5 That authority be delegated to the Director of Environment and Property to finalise the arrangements for:
 - a) the provision of the temporary road as shown on the plan attached as an Annex to the report; and
 - b) works of vegetation clearance within the Transport Corridor required to allow for the temporary road and exploratory works on side to guide final design.

2. Reasons for the Decision?

- 2.1 To provide the additional financial resource to move the design phase forward to complete the detail required, particularly around the bridge structure, and to provide for a temporary road to be provided to facilitate construction of the H10.
- 2.2 The works outlined will put the Council in a position to deliver the extension of the H10 and meet the aspiration of Plan MK Policy SD1 and the requirements of the SEMK Development Framework Supplementary Planning Document.
- 2.3 Agree that the Director of Environment and Property, in conjunction with the Head of Highways, be permitted to award the contract for the works outlined in this paper.

3. Background to the Decision

- 3.1 The Council, took a Delegated Decision (DD) in January 2022 that this Council would lead on the design of an extension of the H10 grid road in order to advance its Plan:MK policy aspirations for all new expansion areas to be served by Grid Roads, and to meet the requirement of the adopted Development Framework Supplementary Planning Document (SPD) for the South East Milton Keynes Sustainable Urban Extension (SEMK) that the principal means of access to the development be by means of the extension of the H10.

- 3.2 The Council has worked in conjunction with Connolly Homes, the owners of the Church Farm development site which sits between the current extent of the H10 and the SEMK allocated site. Connolly Homes already have a planning permission, granted on Appeal, which allows them to access their site by means of a road which would not meet grid road standard as it lacks ‘grade separation’ but which would also lack the capacity to serve SEMK.
- 3.3 To avoid the scenario whereby Connolly provided a road which would then have to be substantially removed to allow for the extension of the H10, the Council has worked with them and their design team to produce a design of a grid road extension from the current extent of the H10 to the Church Farm site, including a bridge crossing of Byrd Crescent, which will form the first phase of the extension, and which can then be picked up by the SEMK ‘northside’ developers to provide their site access.
- 3.4 The next phase of the project is intended to consist of the required vegetation clearance across the Transport Corridor, which will be carried out for us by the Parks Trust, the drilling of bore holes and creation of trial pits to establish the exact nature and location of the various utilities in the area, particularly around the proposed location of the bridge structure, and then finally the creation of a temporary haul road which will allow the continuation of works by both MKCC and Connolly once the main highway and structures works begin, subject to required approvals, later in 2024. Some works to the existing highway, to allow for its use as part of the temporary haul road route, have been identified and these will also be carried out as part of this phase.
- 3.5 We are also incurring external fees in relation to the utilities operators and required ecology assessments and further design related fees may be incurred in finalising the detailed design of the grid road extension.

4. Implications of the Decision

Financial	Y	Human rights, equalities, diversity	
Legal	Y	Policies or Council Plan	
Communication		Procurement	
Energy Efficiency		Subsidy	
Workforce		Other	

(a) Financial Implications

The Highways project team have estimated that the cost of delivering the identified works in the next phase will be in the order of £710k. It is proposed that this funding is provided from the funding available in the strategic highways portfolio of the Tariff.

Pricing for the majority of the works have been provided by the Highways Term Contractor and it is proposed that their services are employed under the term contract for the delivery of the temporary road.

(b) Legal Implications

The works proposed will be carried out either on the existing highway or within parts of the Transport Corridor intended to become highway. The process for the adoption of the land required as highway is underway and can be completed in advance of the required works.

(c) Other Implications

The Delegated Decision of January 2022 also established a Local Stakeholder Group for Ward Members and representatives of the local Town and Parish Councils impacted by SEMK to be kept informed of progress. The details and programme for the works outlined in this paper were shared with the Group in October and further direct communication with Walton Community Council and local residents and the school is ongoing.

5. Alternatives Considered

- 5.1 Delivery of the principal access to the northside of SEMK, other than by means of an extension of the H10, would be contrary to the Council's Planning Policy for the development as set out in the Development Framework SPD.
- 5.2 Alternative options would also be untested but would be likely to cause significant pressures on the existing highway network in the locality, much of which is already significantly constrained.
- 5.3 The proposals outlined in this paper have come about through negotiation with the developer of the Church Farm site and will facilitate the replacement of their currently approved highway plan with the policy compliant H10 extension. The Church Farm developer has agreed to submit a revised planning application to incorporate the H10 extension within their permission.
- 5.4 The works to be agreed through this paper will allow both the Church Farm development and the northside of the wider SEMK development to come forward and do so in accordance with the Council's policy and the Development Framework.
- 5.5 As discussed in the DD paper of January 2022 the 'do nothing' scenario would have resulted in the provision of an access road into the Church Farm site that would either have frustrated completely the ability of the Council to deliver on the aspiration to extend the grid road into SEMK or would have resulted in significant and wasteful additional expense in doing so.

6. Timetable for Implementation

- 6.1 It is proposed that implementation would begin with the works of vegetation clearance, to be carried out by the Parks Trust, from mid-January 2024. This will allow for trail pits and percussion bore holes, required to inform the final bridge design, to be dug from late January into February.

- 6.2 Works to strengthen elements of the current highway at the Byrd Crescent junction with Gregories Drive will then follow in advance of the construction of the temporary construction access road, with works due to take place from late February into March.
-

List of Annexes

Annex Proposed Temporary Road Engineering Layout

List of Background Papers

Delegated Decision - 25 January 2022: [‘Extending the H10 Grid Road’](#)

[South East Milton Keynes - Strategic Urban Extension Development Framework Supplementary Planning Document](#) - January 2022