

## **V2 Extension Meeting 26 May 2021**

**Simon Taylor L&Q Estates; Paul Van Geete Milton Keynes Council (MKC), Ken Brewis Shenley Church End Parish Council; Jane Munn Shenley Church End Parish Council & 29 attendees**

Simon Taylor, Technical Director L&Q Estates presented a brief overview together with slides:

Firstly, apologised for the error which meant that information about the work commencing on the V2 extension was shared with and discussed at the wrong parish council meetings.

Area 10 south includes the V2 grid road extension

WEA was identified in 2005 as a key growth area and outline planning consent was approved in 2007 with approved matters consent granted in 2011.

Whitehouse will house primary schools, secondary school, medical centre, commercial properties, sports facilities as well as housing. As part of the development wildlife habitats will be bolstered and enhanced:

- Significant enabling works
- Ecology – European Protected Species Licence
- GCN Trapping and Translocation
- Habitat Enhancement, Restoration and Creation Works
- 10 New Large Breeding Ponds
- 300 Linear Metres of Hibernaculum
- 22 Refugia Clumps
- Circa 15KM newt fencing
- 2 Ha of Native Woodland – 2,400 species planted
- 40 No scrub clumps – 600 species planted
- 700m Linear Native Hedge – 3000 species planted
- Total 6000 species planted and complete

All works are undertaken under close supervision of the named ecologist under the licence.

V2 extension will consist of 600m of new road and the existing grid road. It will run through 2 landscaping bunds and connect with future Barrosa Way connection.

The new roundabout will provide future connectivity to Danstead Way.

A Pegasus crossing will be constructed at the crossing point to The North Bucks Way (crossing which utilises high level push button to accommodate horse riders) All crossings will be DDA compliant.

Enhanced drainage and ditch reprofiling is being undertaken to help with the current poor surface water drainage around the North Bucks Way. Localised vegetation clearance is likely but will be minimised.

The new redway connection will have a Puffin crossing for access to Hazeley Academy. The redway will be wider than the standard 3m at the crossing point to cater for student levels. Hazeley Academy will have a new vehicle entrance which will be left turn entrance and exit only which will help limit queuing inside the school and non-motorised users will not be crossing roads in dangerous situations

The highway construction is not yet finalised, and a contractor has not been approved. The infrastructure contract is scheduled to be let early 2022, comprising all work including the

V2 grid road. The intention is to mandate that the contractor looks to utilise school holidays wherever possible to do the work on the V2.

Roundabout next to the North Bucks Way will be as small as possible to reduce impact on existing vegetation.

The approximate distance of the kerb line of the highway to the rear elevation fencing on Dandridge Court will be approx. 35m. There is no proposal to adjust the existing 3m high landscape bund

### **Question & Answer Session**

**Q** Why remove existing roundabout at the junction of Morland Drive and can works traffic start from Whitehouse?

**A** The roundabout is not appropriately sized for use on a grid road and not considered to be as safe as a staggered crossroads. The design will help to minimise queuing in and out of Hazeley Academy.

Highway will be constructed in as short a period as possible. Works traffic will have to be in and out of area however L&Q will make sure the contractor is aware of concerns of residents and accommodates these as much as possible.

**Q** Cars use GF as a rat run and parents park and drop children off throughout the estate how will road design minimise this impact? There needs to be increased capacity within the Academy otherwise it will not discourage people to use GF to park \*\*\*\*\*

**A** The intention is to draw traffic away from Morland Drive & Garwood Crescent. Traffic would not be able to turn right out of Moorland Drive and will have to turn left and double back on themselves. The design will reduce the opportunity to stop on the road allowing traffic to flow better into and out of Hazeley.

**Q** Provision to linking up roundabout on Dansteed Way – Have any plans put in place for this?

**A** The current remit is only to provide a connection. Currently there are no plans to join the H4 to V2. There is a transport corridor in existence as part of the councils approach to future proofing but that connection to H4 is not required now and no proposal has been put forward. Paul will share a link to the transport corridor

**Q** Road crossings and not underpasses? Why? Safety of children and stop start traffic rather than free flowing

**A** Underpass construction would be a substantial piece of work. Road crossings are the best compromise to secure safety of students Puffin crossing will include a holding area each side to ensure sufficient space for those crossing. Signals will mainly be used during school start and end unlikely to get solid use at any other time. The crossing point is a DMRB (Design Manual for Roads and Bridges) approved safe crossing point.

Concern was raised by residents that the MKC standard to have underpasses on grid roads was being eroded by the provision of at grade crossings. V4 and H4 crossings are examples and now the same proposal for the V2.

**Q** 40mph is this safe speed for the road? It is likely that parents will still drop off in the estate and the additional road is not needed

**A** Speeds are set by MKC as the highways authority. The design is not final and a reduction in speed can be requested when the application comes forward for approval. Simon will speak to Hazeley about how to encourage people to use the drop off within the school.

The V2 extension is approved and will be going ahead. This point is not up for discussion

**Q** What noise impact surveys and environmental surveys and studies have been undertaken? Would be interested to see the results.

**A** All necessarily due diligence and appropriate surveys have been done.

**Q** It was agreed there would be a moratorium on any further clearance, but you have mentioned localised vegetation clearance.

**A** It is likely minor clearance will be required to enable access for plant. Must do due diligence to ensure work is minimal.

**Q** Crossing point to Hazeley – Why do they want the access at that point and what are their proposals to deal with the cars?

**A** L&Q have discussed the plans with Hazeley. Students access by existing redway and there is a clear desire line. The crossing caters for individuals accessing from that direction.

**Q** Speed of the road is a concern. There should be a ramp to slow down the traffic and a barrier across the road to stop children crossing at alternative points. Whitehouse school has a larger carpark and reduced speed outside so why not here?

**A** Speed will be assessed, and discussion had about whether this can be reduced to 30mph. Crossings will act as traffic calming they are within 300m of each other. Will be putting in various obstacles to restrict desire lines. Whitehouse school is not on a grid road. They have school restrictions in front which reduces speed to 20mph but this speed limit cannot be in place on a grid road. Questions about speed are for the highways authority (MKC) to investigate.

**Q** Why can't the road be narrower?

**A** The road is as narrow as possible. The North Bucks Way end is a City Street which is wider than the grid road. The grid road section is as thin as possible to minimise impact with a widening at the Academy to facilitate the crossing.

**Q** Street lighting on the road. What will be the impact for residents and how will plans be communicated?

**A** MKC as the highways authority is responsible for putting together the design. Columns will face away from properties probably around 20m apart.

**Q** What are the levels of the road and what has happened about fencing concerns following the dead owl that was found?

**A** The levels of bunds change but the existing ground level is the level for the road. We are not sure what happened regarding the dead owl. The low-level fencing is for trapping and translocating species and includes pitfall traps. These can present a severe H&S risk to the public as well as the potential for damage to the protected species so the site must be made secure, and access restricted hence the exclusion fencing.