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M1 Junctions 1-19 and M10

Route Management Strategy

Land Use and Development Control Statements

March 2006

Executive Summary

This report contains the Land Use and Development Control Statement (LUDCS) for the M1 and M10, highlighting the relationship between communities and the transport network anticipated to serve it. This document gives details of the planning policies and guidance pertinent to the M1 and M10 as well as current and proposed major developments likely to impact on the future operation and function of the M1 and M10.

The M1-M10 Route Management Strategy is presented in three volumes:

- Main Report
- Land Use and Development Control Statement
- Appendices

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List of Abbreviations

DIRFT	Daventry International Rail Freight Terminal
DTLR	Department of Transport, Local Government and the Regions
EERA	East of England Regional Assembly
EIA	Environment Impact Assessment
HA	Highways Agency
LDP	Local Development Framework
LDF	Land Development Frameworks
LPA	Local Planning Authority
LSC	London-Stansted-Cambridge
LTP	Local Transport Plan
LUDCS	Land Use and Development Control Statement
MKSM	Milton Keynes and South Midlands
mppa	million passengers per annum
MSA	Motorway Service Area
PPG13	Planning Policy Guidance 13
P&R	Park and Ride
RMP	Route Management Plan
RMS	Route Management Strategy
RPF	Route Performance Framework
RPG8	Regional Planning Guidance 8
RPG9	Regional Planning Guidance 9
RSS	Regional Spatial Strategy
RSS8	Regional Spatial Strategy 8
RTS	Regional Transport Strategy
SCI	Statement of Community Involvement
SEERA	South East of England Regional Assembly
SRA	Strategic Rail Authority
SRS	Sub-Regional Strategy

1 Land Use Planning and Development Control

1.1 National Procedures and Policy

Planning Policy Guidance Note 13 (PPG13) sets out national planning policy in respect of transport. In accordance with Annex-B of PPG13, the Highways Agency (HA) encourages Local Planning Authorities (LPAs) to consider alternatives to the use of the private car in consideration of local developments. The HA will take these alternatives into account, providing they have been agreed and secured, when it assesses the scale of or need for relevant highways works.

The new Planning & Compulsory Purchase Act, together with associated revised secondary legislation and emerging guidance, will change the way planning is done in England. The Act has received Royal Assent and came into force in the Autumn of 2004. Among its key objectives are to create a more holistic planning framework to deliver a wider spatial planning approach rather than simply guiding land use.

The new system will put Regional Spatial Strategies (RSS) on a statutory basis, abolish Structure Plans (after a transitional period) and introduce Local Development Frameworks (LDF) to replace Local Plans and Unitary Development Plans. LDFs will comprise a set or 'folder' of Local Development Documents which together will guide development in the Local Authority's area.

The LDF will be made up of a Core Strategy (consistent with the RSS), and a series of other Development Plan Documents (outlining policies within themes), Supplementary Planning Documents (similar to current Supplementary Planning Guidance) and a Statement of Community Involvement (SCI) formally setting out the consultation and engagement processes throughout the life of the LDF. Most LDFs will also include local area action plans. In addition it will include a Local Development Scheme which sets the timetable for developing, monitoring and reviewing the LDF. The Highways Agency is a statutory consultee.

It is envisaged that Land Use and Development Control Statements from this and other RMSs could form part of the LDF and the HA will seek to discuss at the earliest stages with Local Authorities to consider how best this can be achieved during the preparation of their LDFs.

Under the system replaced by the Planning and Compulsory Purchase Act, County Councils produced Structure Plans and Local Planning Authorities (District Councils, Unitary Authorities and London Boroughs) produced Local Plans. These will still be valid for some time. In the East Midlands and South East of England these and the LDFs are set in context of Regional Planning Guidance 8, (RPG8) and 9, (RPG9) respectively.

RPG8 for the East Midlands was published in January 2000, it covers the counties of Derbyshire, Leicestershire, Lincolnshire, Northamptonshire and Nottinghamshire, and includes the Unitary Authorities of Derby, Leicester, Nottingham and Rutland. Following the enactment of the Planning and Compulsory Purchase Act 2004, RPG8 has become part of the statutory development plan and has been re-named as a Regional Spatial Strategy (RSS8), published in March 2005.

RPG9 for the South East covers the Milton Keynes unitary authority. RPG8 and RPG9 should be read in the context of the Government's White Paper, "The Future of Transport – A Network for 2030" published in July 2004.

As part of the interim update, the Regional Planning Body – South East of England Regional Assembly (SEERA) has prepared the Regional Transport Strategy (RTS) as a replacement of the Transport Chapter of RPG9. The adopted version of the RTS was published in July 2004. Following the commencement of the Planning and Compulsory Purchase Act, this now forms part of the “development plan”. The RTS will provide regional priorities for transport investment and management across all modes to support RPG9. The new Regional Spatial Strategy (the South East Plan) is currently under preparation and will replace RPG9 once published.

The East of England Regional Assembly (EERA) has prepared a new Regional Spatial Strategy (RSS) for the East of England called the East of England Plan (formally known as the Regional Planning Guidance). It will update the existing RSS (RPG6 and 9) where they cover the East of England to guide planning and transport policy up to 2021.

The RSS has a key role in contributing to the sustainable development of the region. It sets out policies which address the needs of the region and key sub-regions. These policies provide a development framework for the next 15 to 20 years that will influence the quality of life, the character of places and how they function, and inform other strategies and plans. A major feature of the RSS is that it identifies the significant investment that will be needed in social, environmental, economic and transport facilities (or infrastructure) if it is to achieve its desired results. That investment will come from a variety of sources, including central and local government funding and private developer funding.

The draft East of England Plan was submitted to the Secretary of State in December 2004. A 14 week period of consultation started on 8 December 2004 and finished on 16 March 2005.

Currently County Councils are responsible for Structure Plans, which will, until they are abolished, continue to set the strategic framework for development within each county and for Mineral and Waste Plans. District Councils’ Local Plans will also continue to set out the locations in which particular types of development should take place; give an indication of the overall density of that development and define policies that govern development within their area. The HA will continue to respond to these as appropriate.

Developers will continue to submit planning applications with detailed proposals for individual sites. In addition, Local Highway Authorities will still prepare Local Transport Plans (LTPs) that look specifically at transport issues and set out authorities’ proposals in this field over a 5-year period. In London Boroughs, Local Implementation Plans (LIPs) need to be prepared detailing how they will implement the Mayor’s Transport Strategy.

DTLR Circular 4/2001 sets out national development control policy for the trunk road and motorway network. In order to maintain safety and free flow of traffic, the policy is to discourage the formation of new accesses to trunk roads. In keeping with the objectives of an integrated transport policy, the HA has adopted a graduated policy on the provision of new connections to trunk roads and motorways or the intensified use of existing ones. However, access will continue to be most severely restricted in the case of motorways and high standard routes of the greatest strategic importance.

Paragraph 6 of Circular 4/2001 states “Of particular importance is that trunk roads should not be regarded as a convenient means of dealing with local problems, for example by proposing additional junctions on them simply in order to relieve traffic pressures within the local area”.

Circular 4/2001 also applies to developments near existing trunk roads and motorways junctions where the effect of development would be material on the junction.

Circular 04/2001 also deals with the capacity of the trunk road network. It says:

“Where the assessed traffic flows exceed the capacity of the trunk roads concerned at any time with the 15 year period (after a development is complete), the Agency will normally direct that a condition be attached to any planning permission that may be granted. The effect of the condition will be specify the improvements which will be required both to accommodate this traffic and to ensure the safety of all road users, including pedestrians and cyclists.”

The Policy states that direct access to motorways will be limited to grade separated junctions from other trunk routes or major local roads, Motorway Service Areas (MSAs) and exceptionally other major transport interchanges.

The HA strongly encourages Local Authorities to consult it during the drawing up of Development Plans, LIPs and LTPs with the object of ensuring that the Trunk Road Network is properly integrated into the planning process.

This is particularly pertinent in the light of fundamental changes to the development plan system described above. First outlined in the Government Planning Green Paper – Planning: Delivering a Fundamental Change (published in December 2001), the present system of structure plans, local plans and unitary development plans will be replaced with a single level of plan known as a Local Development Framework. The context for this plan will continue to be set by Regional Guidance, or their future successor, the Regional Spatial Strategy.

A number of significant developments have been proposed in the vicinity of the M1 and M10, which may affect the operation of junctions and links. Although, in general the Local Plans make policy statements with regard to the impact of traffic on the highway network, they tend not to make specific requirements concerning identified improvements to trunk roads and motorways. Accordingly, any required specific improvements to the trunk road and motorway network must be agreed at the time when the appropriate planning application is submitted.

1.2 Display of Advertisements

The Highways Agency will oppose applications for the display of advertisements that would constitute a hazardous distraction to drivers and road users.

The Agency also strongly suggests that it should be consulted on applications for signs, advertisements and other structures, such as wind farms or earth mounds, which are in the vicinity of or visible from a trunk road.

1.3 Development Proposals

1.3.1 Introduction and Methodology

The stretch of M1 motorway between Junctions 1 and 19 runs through three London Boroughs (Barnet, Brent and Harrow), four different Counties (Bedfordshire, Buckinghamshire, Hertfordshire and Northamptonshire) and sixteen Local Authorities. Each of these administrative areas are subject to continuing land use change and development pressures, which in many instances will impact upon the future use and operation of the M1 motorway.

In order to promote an efficient transport system it is necessary to fully integrate transport and land use planning. This approach will contribute to delivering sustainable solutions and will reflect the Governments latest strategic policy aim.

One of the key areas that forms the framework for the development of a Route Management Strategy (RMS) is the relationship with Development Plans. These are the Regional Planning Guidance, Unitary Development Plans in the London Boroughs and Milton Keynes, County Structure Plans and District or Borough wide Local Plans. A summary of the documents reviewed can be found in Appendix E.

The eventual Route Objectives, which set out the future role and aims for the route, are derived from the plans. They are informed and influenced by detailed review and consideration of these plans, and the inherent implications of their output. This is in line with the current procedures set out in both the DTLR Circular 04/2001 and PPG13, and is likely to progress a future relationship with the development plan process.

To assemble a schedule of key data from extant and emerging development plans, all available documents have been collected from the appropriate Local Authorities including some that are close by but do not directly accommodate part of the M1 and M10. In view of the recent changes to the planning process, it has been assumed that as the strategy progresses, close liaison with these authorities will allow a more up to date analysis and ensure that any other committed or proposed developments, not appearing as planned allocations, are equally taken into account.

The analysis of these plans has identified potential land use developments that might affect the future performance of the M1 and M10. Those developments deemed as having a particularly significant impact upon future use and performance of the road have been highlighted as “Key Development Sites” and are discussed in Section 1.4.2.

Authority	Plan	Time Frame	Version/Status
County Structure Plans			
Bedfordshire County Council	Bedfordshire Structure Plan	1991-2011	Adopted March 1997
	Bedfordshire and Luton Structure Plan	2002-2016	Deposit Draft (November 2002)
Buckinghamshire County Council	Buckinghamshire County Structure Plan	1991-2011	Adopted March 1996
	Replacement Buckinghamshire County Structure Plan	2001-2016	Deposit Draft (October 2003)
Hertfordshire County Council	Hertfordshire Structure Plan	1998-2011	Adopted April 1998
Northamptonshire County Council	Northamptonshire Structure Plan	1996-2016	Adopted March 2001
Local Authority Development Plans			
Dacorum Borough Council	Dacorum Borough Local Plan	1991-2011	Adopted April 2004
Daventry District Council	Daventry District Local Plan	1991-2006	Adopted June 1997
Hertsmere Borough Council	Hertsmere Local Plan	1991-2011	Adopted May 2003
London Borough of Barnet	Unitary Development Plan for London Borough of Barnet		Adopted in 1991
	Unitary Development Plan for London Borough of Barnet – Revised Deposit Plan		Published in March 2001
London Borough of Brent	London Borough of Brent Replacement Development Plan – Revised Deposit Plan	2000-2010	Published in April 2001
London Borough of Harrow	Harrow Unitary Development Plan		Adopted July 2004
Luton Borough Council	Luton Local Plan – First Deposit Draft	2001-2011	Published in May 2003
	Luton Local Plan – Second Deposit (Amended policies and proposals)	2001-2011	Published in February 2004
Mid Bedfordshire District Council	Mid Bedfordshire – First Deposit (Including addendum)		Published in September 2002
	Mid Bedfordshire – Second Deposit (Incorporating proposed modifications)		Published in November 2003
Milton Keynes Council	Milton Keynes Local Plan – Second Deposit		Published in October 2002
Northampton Borough Council	Northampton Local Plan	1993-2006	Adopted June 1997
South Bedfordshire District Council	South Bedfordshire District Council Local Plan Review	1995-2011	Adopted January 2004
South Bucks District Council	South Bucks District Local Plan	1995-2006	Adopted March 1999
South Northamptonshire District Council	South Northamptonshire Local Plan	1988-2006	Adopted October 1997
St Albans City & District Council	District Local Plan	1991-2011	Adopted November 1994
Three Rivers District Council	Three Rivers Local Plan	1996-2011	Adopted July 2001
Watford Borough Council	Watford District Plan 2000	1991-2011	Adopted December 2003

Table 1.1: Summary of Development Plans Reviewed

1.3.2 Major and Significant Development Proposals

In general terms it is clear that the M1 passes through or close by a number of large urban conurbations, each of which will be the subject of an ongoing continued growth over the next ten years. This will continue to put pressure on those sections of the motorway network which serve these centres. In addition, there are a number of site specific development proposals for residential, employment, and/or leisure use which are likely to have a significant impact upon the future characteristics of the M1 and its junctions.

In February 2003, the Deputy Prime Minister launched the “Sustainable Communities Plan - Building the Future” which sets out a long-term programme of action for delivering sustainable communities in both urban and rural areas by tackling housing supply issues in the South East, low demand in other parts of the country and the quality of open spaces. The Plan aims to accelerate the provision of housing; particularly affordable ones.

The Plan proposes three growth areas within the South East and East of England regions at Milton Keynes/South Midlands, Thames Gateway and London-Stansted-Cambridge-Peterborough Corridor. The first of these growth areas has the prospect for significant impact on the M1 corridor.

The following paragraphs detail all the planned developments in and around the M1 and M10 corridors that could impact on the future performance of the motorways. These are presented alphabetically and geographically from South to North and are mapped in Appendix Q. A review of Local Transport Plans is included as Appendix G; providing additional context for this land use assessment.

Transport improvements include the M1 widening and junction improvements from Junctions 6A to 13. In the short term, local development plans reveal a considerable grouping of major development proposals around Junctions 10 and 10A, which will have an inevitable impact upon the future use and operation of this part of the M1 motorway.

(i) North West London (Junctions 1-3)

North west London is directly served by the southern most end of the M1 from Junctions 1 to 3, with the surrounding land almost entirely developed. Whilst such areas will be the subject of incremental growth year on year, within this part of the London, it is likely that only larger proposals for redevelopment and regeneration will give rise to significant alterations in the demands placed upon the motorway.

There are three areas which are considered worthy of note; they are:

- the Cricklewood and Brent Cross mixed use redevelopment area [Key Site-A];
- the continued expansion & development of the Park Royal Industrial Estate [Key Site-B]; and
- the redevelopment of Wembley Stadium and its environs for leisure & commercial uses

Cricklewood, West Hendon & Brent Cross Regeneration Area

The Cricklewood, West Hendon and Brent Cross Regeneration plan suggests that eventual regeneration could create 5,000 housing units and 5,000 new jobs; with the potential for more jobs resulting from the Masterplan exercise and Commercial Market Testing. Plans include associated retail and leisure uses, a new transport systems including accesses to the M1, a new rail station and a rapid transport system. Provision for an enhanced rail freight transfer depot at Cricklewood for use by business in London and the South East has also been allocated.



The Cricklewood and West Hendon Regeneration Area (in red), with the development area in yellow

Figure 1.1: Cricklewood, West Hendon & Brent Cross Regeneration Area

(ii) Centennial Park (Junction 4)

The Centennial Park, Elstree Development Area [Key site C] is in close proximity to the M1 Junction 4 and is one of the English Partnerships Strategic Sites. The site comprises 27 ha adjoining the A41 with planning permission for 75,000 sq m of Class B employment uses. Phase one construction has completed and is partly occupied and phase 2 has begun.

(iii) **Watford (Junction 5)**

Junction 5 of the M1 serves south Watford [Key Site-D] which, as a centre is planning only incremental growth to meet the Structure Plan targets. However, within the District boundary at Junctions 6 and 6A is the Leavesden Park development [Key Site-E].

Leavesden Park

Leavesden Park is located on the edge of London, utilising all the benefits of a thriving capital city while still managing to retain attractive green surroundings, featuring dedicated cycle paths and pedestrian routes.



Figure 1.2: Leavesden Park [Key Site-E]

In 2001, MEPC (owned by Leconport Estates) submitted two planning applications for the redevelopment of the former Leavesden Aerodrome and some adjoining land as a new film studio and related media park, for companies in the telecom, media and technology sectors.

One of the applications (Application A) was to develop a maximum of 121,500 sq m of floor space including offices, research & development, film studios and facilities with a studio tour; including sound stages, production facilities and administration buildings; amenity facilities to include a day nursery, health centre, shops, restaurants and gymnasium; creation of new public open spaces, nature reserve and playing fields; associated internal roads, footways, car parking and formal structural landscaping.

This application was then amended in January 2002 to modify the means of access to and from the Park, to re-position the playing fields and pitches and to introduce detailed phasing arrangements. However, this application was refused by the Three Rivers District Council and Watford Borough Council

The other application (Application B) is identical to the previous one as amended except that it proposes to phase the development as follows:

- Phase 1 – 53,500 sq m offices and film studios
- Phase 2 – 38,000 sq m offices and amenity buildings
- Phase 3 – 30,000 sq m offices

Both Councils have resolved to approve this application subject to the prior completion of the Section 106 Planning Agreement. Phase 1 construction includes offices and film studios and has now been partially completed; whilst Phases 2 and 3 are still awaiting approval from the Local Authorities to go ahead.

Although not identified as a key site, it is worth noting proposals for the development of Watford Junction railway station as a major transport interchange. The station is envisaged as a regional hub with interchange facilities between trains and buses, taxis, cycles, pedestrians and cars. In the long term this may include the development of Park and Ride (P&R) facilities and parkway station. Much of this strategic thinking and planning is in anticipation of a new link into Crossrail Line One and an eventual link into the cross channel Eurostar network.

(iv) St Albans (M1 Junction 7 and M10)

St Albans [Key Site-F] is served by the M1 Junction 7 and M10, where the continued growth of the town will have impact on the M1 and M10 corridor. The town is the fourth largest settlement in the County, lying just a few miles away from London's northern fringe on the junction of a number of strategic transport routes, including the M25, the A414 and the St Pancras railway line. As such it is developing as a key commuter settlement, offering a high quality urban environment in a rural location.

(v) Hemel Hempstead (M1 Junction 8)

Similarly at Junction 8, Hemel Hempstead will continue to grow incrementally alongside its two site specific development areas at:

- Three Cherry Trees Lane [Key Site-G]; and
- Two Waters and Aspley [Key Site-H].

These sites comprise over 30 ha of land to accommodate new industrial and employment uses together with over 1000 new homes.

Regional Planning Guidance for the South East (RPG9, March 2001) identifies the general area of Milton Keynes and the South Midlands as one of the four potential major growth areas in the South East. In March 2005, a final report of the Milton Keynes and South Midlands (MKSM) Sub-Regional Strategy was published. It concluded that the study area has considerable potential for sustainable growth over the next 30 years that will be of benefit both locally and nationally.

Further details of the Milton Keynes and South Midlands Sub-Regional Strategy can be found in Section 1.4.3.

(vi) Luton (M1 Junctions 10 and 10A)

Luton is located in Bedfordshire with access to London and London Luton Airport via the M1 Junctions 10 and 10A. Within the Luton Local Plan a 40 ha employment site including light industrial, office warehousing and airport related uses with a possible new access arrangement tunnelled under the existing airport has been allocated.

Wigmore Employment Area

The Wigmore Employment Area [Key Site-I] was established through policy EMP3 in the Borough of Luton Local Plan 1997, as a fundamental means of meeting Luton's employment needs. The site continues to represent an opportunity to modernise Luton's economic base and to accommodate development arising from the continued growth of London Luton Airport.

Stockwood Area (Luton Town Football Club)

The Stockwood area [Key Site-J] consists of some 22 hectares of land lying on Luton Borough Council's boundary. It is made up of two parcels of farmland separated by Newlands Road. Within the Borough boundary the land forms the last accessible, large scale site which has not yet allocated for development.

Luton Town Football Club has considered this site for a new stadium. Other sporting facilities for which there is an identified need may also be appropriate for this area. Development of the site is constrained, however, by the topography of the land and proposals for widening the M1, which require part of this site to be safeguarded for such purposes.

Butterfield Area

Butterfield [Key Site-K] is a 41 ha site north east of Luton. The Borough Council has agreed that planning permission should be granted, but it is subject to a legal agreement, which has not been finalised. Uses for the site include the combination of University Campus, innovation centre and technology village – which can benefit from close relation to the University and vice-versa; an hotel, a Park & Ride (P&R) facility and extension to the Vale Cemetery.

(vii) London Luton Airport

London Luton Airport [Key Site-L] is one of the UK's fastest growing airports with passenger numbers of 7.5 million during 2004, recording an increase of 400% in 10 years. The airport is expected to grow steadily towards its current planning limit of 10 million passengers per annum (mppa). Forecasts suggest that there would be sufficient demand to justify expansion of Luton to full potential of a single runway and carry up to 30 mppa up to the 2030 period, which the government supports.

In December 2003, the publication of the Department for Transport White Paper "The Future of Air Transport", is intended to provide a strategic framework for the development of air travel in the United Kingdom over the next 30 years. The future growth for London Luton Airport has been reviewed within this document.

As the principle road to and from the London Luton airport, the M1 could see an increase in vehicle flows as the airport grows, which the White Paper states could contribute “to pressures on the road network, beyond 2015, depending on the rate of build up”.

The White Paper has concluded that the Government supports the growth of Luton Airport up to the maximum use of a single full-length runway, on condition that the overall environment impacts of such development will be carefully controlled and adequate mitigation provided.

The Bedfordshire Structure Plan provides for Luton Airport to develop to a capacity of 10 mppa by 2010 from a 2000 throughput of 6 mppa. The airport does not feature prominently in the economic appraisal of the final eight options for providing increased capacity in the South East region; however, the report states:

“By 2030, the runway options would require measures to deal with pressure on the M1 between Junctions 9 and 13 caused by a combination of airport-related and other motorway traffic growth.”

The airport is currently consulting on its draft master plan.

Translink

Translink [Key Site-M] – A proposed 12 km guided busway between Dunstable and Luton airport via Luton town centre and railway stations, and possibly extension to the new football club stadium Park and Ride facilities to mitigate the impact of the stadium and associated developments being served by the East Luton Corridor. Further details of the Translink proposal can be found in Section 2.7.1, (iii) of the main report.

East London Corridor and Vauxhall Site

East Luton Corridor and Vauxhall site [Key Site-N] are served by a dualling of the A505 from the M1 Junction 10A to Princess Roundabout to enhance access to Butterfield. In addition, there is a proposed link into the proposed A5-M1 link (i.e. Luton Northern Bypass and East Circular North). There are capacity issues around Junction 11A that require further work.

Elstow Garden Villages (Junction 13)

Elstow Garden Villages [Key Site-P] is located in Bedfordshire and served by M1 Junction 13. A joint venture of Mid Bedfordshire District and Bedford Borough Councils together with other partners, The Wixams, located on the former Elstow Storage Depot in the heart of Bedfordshire, is planned to provide a high quality new village settlement.

The new settlement includes at least 4,500 dwellings (with up to 25% affordable housing), a new railway station and transportation interchange, employment areas, 4 primary schools, 2 middle schools, 1 secondary school and town centre with supermarket and community facilities. It also forms part of the strategic A421 corridor [Key Site-O] which seeks to accommodate a total of 11,000 new homes (including Elstow Garden Village) together with industrial and commercial development, linking the Cranfield Development Area [Key Site-Q] for High Tech business and class B uses to Bedford and the M1 Junction 13.



Figure 1.3: An Artist's Impression of Elstow Garden Village

(viii) Milton Keynes (Junctions 13-14)

Junctions 13 and 14 serve the Regional Centre of Milton Keynes [Key Site-R]. The strategic importance of Milton Keynes increased in February 2003 with the announcement by the Deputy Prime Minister that it had been earmarked as one of the four Regional Growth Areas¹.

The "Sustainable Communities – Building for the Future" launched by the Office of the Deputy Prime Minister in February 2003, lays out a growth plan that will see Milton Keynes share £164 million (with Ashford and London-Stansted-Cambridge (LSC))² for site assembly and remediation of brownfield land, delivery mechanisms, additional affordable housing and essential local infrastructure.

It is anticipated that the investment will contribute towards the potential for growth of 300,000 jobs and 370,000 new homes in the area by 2031. While Milton Keynes is the focus for this development, a number of other urban centres in the South Midlands are also included. Most critically for this study among their number are Northampton and Luton.

In April 2003, the Wimbledon Football Club had received final approval from the English Football League for its move to Milton Keynes, approximately 50 miles north of its previous home in Selhurst Park, south London. The approval was only granted on the condition that the club secured a permanent home by June 2007, at which time the club hopes to be playing in their new 30,000 seater permanent home in Denbigh; which is on the southern outskirts of Milton Keynes' town centre next to Bletchley. It is located near to Junction 13 of the M1 motorway just off the A5 road.

Although there are no other significant site specific development proposals worthy of independent note, Milton Keynes continues to experience an above average rate of incremental growth. This includes the provision of 20,000 dwellings and 80 ha of development for the city between 2001 and 2011. In addition, 80 ha of land has been allocated for warehousing and distribution development in the Easter Expansion Area adjacent to the M1.

¹ Source: Milton Keynes and South Midlands (MKSM) Study, September 2002

² The fourth growth area, Thames Gateway is subjected of a separate £436 million allocation

(ix) Northampton (Junctions 15, 15A and 16)

Northampton is directly served by the M1 Junctions 15, 15A and 16, and is a subject of a number of significant site specific development proposals. It also forms part of the Regional Growth Area. Regional Spatial Strategy for the East Midlands (RSS8) provides the immediate policy framework for this growth. The guidance stated that Northampton's role and function, as a major population and employment centre should be fostered by new transport infrastructure and facilities to support its anticipated future rate of growth.

Grange Park

Grange Park [Key Site-S] is served by Junction 15, which is a mixed use development site accommodating some 1,500 homes on 40 ha and 30 ha of industrial and commercial uses. The M1 Junction 15 has been extensively remodelled for coping this development.

Swan Valley

Swan Valley [Key Site-T], served by Junctions 15A and 16 (see Figure 1.6 and Figure 1.7), extends to some 84 ha with the potential to accommodate 2 million square feet of office, manufacturing, warehouse and business support space. Milton Ham adjoining M1 Junctions 15A also has 10 ha allocated for class B1 uses that currently has planning applications for class B8 uses.



Figure 1.4: An Aerial View of Swan Valley

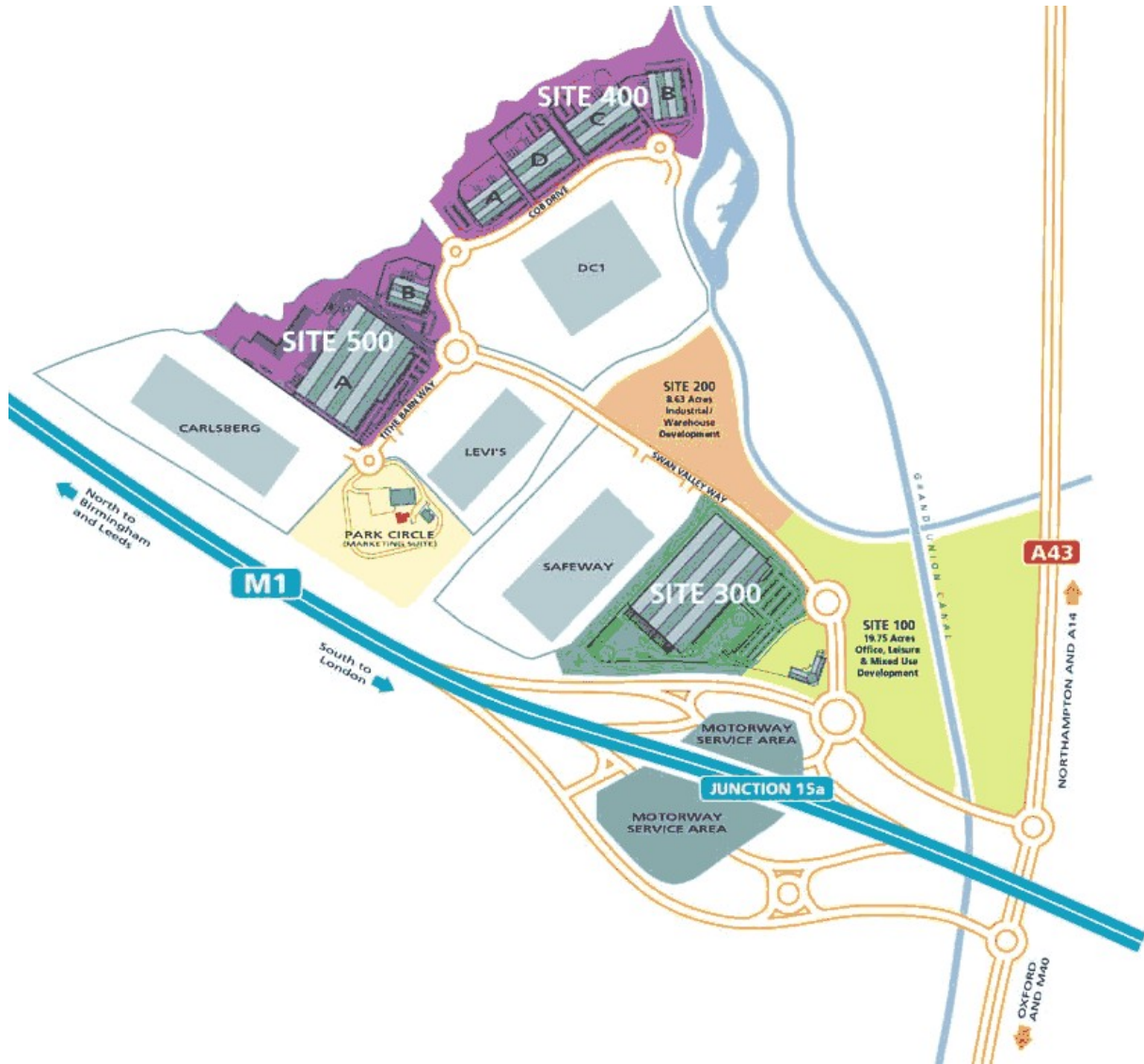


Figure 1.5: Swan Valley – Master Plan

(x) Daventry

The Daventry International Rail Freight Terminal (DIRFT) Logistic Park [Key Site-U] is served by the M1 Junction 18.

A planning consent for DIRFT Logistic Park has been approved and issued by the Local Planning Authority following the completion of a S106 Agreement. The application was supported by an extensive Environmental Impact Assessment (EIA) which tested and minimised the impact of such a major scheme on the local environment. The development comprises a rail terminal and 371,000 sq m of manufacturing and distribution development, all accessed via Junction 18. Located on the West Coast Main Line railway line as part of the Trans European Combined Transport Network, the site currently runs at around 68 % occupancy, with 118,000 sq m available.

Further to the existing site, proposals exist for a sizeable extension to the facility. The proposals envisage the extension of the current DIRFT Logistics Park on 54 hectares (133 acres) of land adjacent to the existing complex. The application seeks approval for some 180,741 sq m of warehouse distribution and manufacturing floor space, most of which will benefit from the ability to take direct rail connection from the existing International Rail Port. The scheme will also necessitate minor local highway infrastructure works to the A428 and the demolition of six residences.



Figure 1.6: Daventry International Rail Freight Terminal (DIRFT) – Master Plan

1.3.3 Milton Keynes and South Midlands Sub-Regional Strategy

To establish the possible extent and location of future growth, a sub-regional study was proposed by RPG9 for Milton Keynes and South Midlands (MKSM) area. The final report of the MKSM Study was published in September 2002. The report concluded that the study area had considerable potential for sustainable economic growth over the next 30 years, which would benefit both locally and nationally.

The final Milton Keynes and South Midlands Sub-Regional Strategy (MKSM SRS) was published in March 2005. The MKSM SRS spans three regions, the East of England, the South East and the East Midlands.

The MKSM SRS has been prepared in response to the Government's request to the three Regional Planning Bodies whose areas cover parts of the sub-region to develop proposed alterations to Regional Planning Guidance for the South East, East Midlands and East of England.

The purposes of the Sub-Regional Strategy are:

- to provide strategic guidance on the scale, location and timing of development and associated employment, transport and other infrastructure to 2021 including the necessary delivery mechanisms; and
- to provide a longer-term perspective for the sub-region to 2031 in the form of uncommitted planning assumptions subject to later review.

The MKSM Sub-Region is located in southern Central England, between London and the wider Midlands. It has a population of 1.5 million and covers 4,850 sq km. Its largest urban centres are Milton Keynes, Northampton, Luton-Dunstable-Houghton Regis and Bedford-Kempston.

The levels of housing and economic growth as stated within the MKSM SRS over the 30-year period between 2001-2031 are:

- Bedfordshire & Luton (with up to 71,200 dwellings and 32,400 jobs);
- Milton Keynes & Aylesbury Vale (with up to 92,100 dwellings and 347,600 jobs); and
- Northamptonshire (with up to 109,600 dwellings and 81,000 jobs).

1.4 Land Use and Development Control Framework

The land use and development control framework provides a concise summary of the HA policy with respect to the development issues described in Table 1.2:

Table 1.2: Development Control Framework for the M1 and M10

Route Section	Strategy Elements	HA Response to Planning Applications	HA Response to Reviews of Development Plans and Local Transport Plans
Whole Route	<ol style="list-style-type: none"> 1. Existing conditions on M1 will not be made worse as a result of development related traffic. 2. Development identified in approved Development Plans will be facilitated provided sustainable measures to accommodate development within road capacity are identified or acceptable highway improvement measures can be identified. 3. In considering proposed development greater account shall be taken of transport options that are sustainable. 4. Direct access to the M1 shall be limited to that defined in Circular Roads 04/2001. 5. Government Development Control Policy does not allow the HA to directly accept contributions towards improvements to the M1 where these are needed to serve development. It will work with Local Planning Authorities to see if contributions, secured by agreement, can provide a way of facilitating development if appropriate. 	<ol style="list-style-type: none"> 1. The HA is likely to direct refusal in the case of any development that would reduce safety on M1. 2. The HA will expect developers to fund capacity improvement measures on M1 in cases where development related traffic reduces the effective life of the motorway. In cases where improvement measures are not a practicable solution the HA will expect development proposals to include measures to ensure that conditions on M1 are made no worse off compared to the situation if the development had not taken place. 3. The HA will work with local planning authorities, developers and others to identify sustainable traffic options. The HA will not normally impose a condition in respect of such options but instead will strive to secure them through the use of planning conditions. 4. The HA will normally direct refusal where proposals involve additional direct access to the M1 or M1 motorway spurs. However consideration will be given to proposals that involve alterations to existing motorway junctions to reduce congestion and improve safety. 5. Any proposals for a new MSA would be considered under the policy applying at the time. 	<ol style="list-style-type: none"> 1. The HA will expect policies and proposals in revised Plans to be compatible with the Government's development control policy as set out in Circular 04/2001. 2. The HA will encourage Local Planning Authorities (LPAs) to draw up development briefs where appropriate. 3. The HA will encourage policies and proposals that encourage the use of alternatives to the private car. 4. The HA will expect Development plans to include provision for Travel Plans and to make clear that Transport Assessments will be needed in support of planning applications where appropriate.