

Councillor Pete Marland
Leader of the Council
Milton Keynes Council
1 Saxon Court East
Central Milton Keynes

15 DECEMBER 2020

Dear Councillor Marland

OPPORTUNITY TO COMMENT ON THE DRAFT SUPPLEMENTARY PLANNING DOCUMENT FOR THE SOUTH EAST STRATEGIC URBAN EXTENSION AREA

I watched the meeting of the Planning Cabinet Advisory Group meeting held on 9 December 2020 and on behalf of Walton Community Council (WCC), the opportunity to respond to the draft Supplementary Planning Document (SPD) is very much welcomed.

WCC Council strongly objects to some of the SPD proposals put forward by the Officers at the meeting. We have very serious concerns about the document being put before the responsible Cabinet member whilst in its present form and we are requesting that the document takes serious account of the following matters.

Transport Model 3

The draft SPD refers to Transport Model 3 as 'not financially viable' on a few occasions. This reference should be removed so developers consider this a serious proposition. At the meeting when responding to a member of the Working Group's suggestion about a fall-back position regarding EWR's provision of road bridges across the railway, you said "Why give them an opportunity to provide a sub-optimal fall-back position?" This stance must also be taken with the developers to generate optimal planning gain. The document should make it clear that this is the model required.

Reserved Routes

Referring to Transport Models, the SPD discusses future-proofing and references 'reserved routes'. How would 'reserved routes' be funded and completed in the future if there is no further planning gain to be had?

Provision of Road Bridges

MKC should not state any fall-back position in respect of road bridges across the railway line.

Newport Road

It is essential that the H10 extension to and across Newport Road is confirmed within the document. There needs to be free movement of traffic moving Eastwards to ensure that all traffic (including those wishing to travel North and East from any new development) do not have to travel West initially, which would cause severe congestion issues on the V10/V11 roundabout.

Not to build the H10 extension would create air pollution next to Walton High and near to Wavendon Gate Primary school, affect residents accessing the Walnut Tree local centre/doctors and make the Caldecotte and Tilbrook employment areas less attractive for investment from employers.

Grid Roads

All roads must be grid roads, even if they are single carriageway with no reserve.

Grade Separated Crossings

The SPD should indicate a grade separated crossing on the H10 extension through Church Farm and into the O&H land. Byrd Crescent should be bridged and not cut in half as set out in the approved planning consent. The bridleway/footpath that runs alongside the western boundary of Church Farm should be grade separated. There are no other crossings shown until the north/south section near the railway line and there should be more. On the southernmost road, there is no indication of a grade separated crossing. Further development in that area would not be possible, so it could be a single carriageway road with no reserve.

Density

At the Planning CAG meeting, a 100dph density was proposed near the transport hub, but there needs to be an assurance that the density remains at 30dph across the whole development.

Local Centre

It is proposed that the local centre straddles the road. It does not seem to be a grid road but a prime residential street. Could this be confirmed as this does not seem to follow Milton Keynes design principles and would create issues already realised on Countess Way in Broughton.

WCC requests that its suggestions be incorporated into the draft SPD before it is put before the responsible Cabinet Member in January 2021

Finally, at the 9 December meeting, the Planning Officer advised that the draft SPD had developed with the input of the Local Stakeholder Group, yet no consideration had been given to Walton Community Council's concerns, particularly on the movement of traffic. It

is imperative that the members of the Planning CAG understand the current congestion issues and how these will be exacerbated by the development proposals, before signing-off on the SPD. We are concerned that no members of the Group reside local to the development area and may not have a real understanding of the issues.

Worryingly, a wider member of the Group indicated that they had not had access to any of the submissions made by stakeholders and interested parties, following the Planning CAG meetings in August and November. We would ask that this be rectified so that members of the Group have a real understanding of the matters in hand.

We look forward to your response

Yours sincerely



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