

ANNEX B TO ITEM 12

Councillor Pete Marland
Leader of the Council
Chair of the Planning Cabinet Advisory Group
Milton Keynes Council

18 NOVEMBER 2020

Dear Councillor Marland

RESPONSE TO THE PRESENTATION MADE TO THE PLANNING CABINET ADVISORY GROUP – 4 NOVEMBER 2020

Firstly, thank you for the opportunity to comment on the presentation made to the Planning Cabinet Advisory Group (CAG) held on 4 November 2020 and to the Local Stakeholder Group held on 16 November 2020.

You may recall that Walton Community Council submitted a letter to you about the presentation made to the Planning CAG back in August 2020 which clearly set out our strong opposition to the ‘countryside feel’ approach that had been, inaccurately, put forward as the view of the Local Stakeholder Group. This Council is keen that the South East Expansion Area should be based on sound Milton Keynes principles, including an even spread and density of suitable mixed and affordable housing (maximum 30dph), supported by suitable infrastructure and an extended grid road system that will allow the free flow of traffic, separated from people with no at-grade crossings. We do, however, support your commitment to the development and provision of the linear parks, open community green space, good quality schools and community and sports facilities.

At the meeting held on 4 November 2020, you indicated that it was the role of the Planning Officers to put forward all the options for the Planning CAG to consider, yet this is at odds with the slide 3 of the presentation which indicates very clearly that there is already a ‘preferred CAG option’. I would refer you to our original letter dated 11 September where we indicated that we would be happy with option 2 as presented to the CAG in August (see Appendix A).

We feel that it is imperative that the H10 connects to and continues across Newport Road. The view that Newport Road forms a natural barrier to development is emphatically disputed. We fervently request that Milton Keynes Council carries out its own transport impact study so that the conclusions can be duly analysed and commented on by our residents. We are certain that precluding access to Newport Road will create a 3,500-house cul-de-sac and that its resultant traffic and pollution load will threaten the amenity of the existing settlements in the Walton parish and overwhelmingly destroy the quality of life in the area that is supported by its original design and balanced road network.

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Specifically, it would mean that all traffic travelling North and East (Bedford, M1) from the new development would be required to cross the V11/H10 roundabout putting overwhelming strain on the road network in the area.

There is a more sensible and sustainable option that in our view would be supported by developers and we are aware that developers are holding land that would allow space for a crossing over Newport Road. It is inconceivable that the design of such a huge development would be based on a single point of access. Appendix B shows a potential route for such a crossing. However, time is of the essence and we would urge that a moratorium be placed on any in-fill development that might deny the use of this land for its use as a proper transport corridor.

Additionally, traffic travelling south along the new V12 must have the ability to travel in all directions at the junction of the new proposed V12/Bow Brickhill Road junction. Restricting movement by 'No Left Turn' will create a massive imbalance, congestion and disproportionate loading on the surrounding roads.

It is essential that developments either side of the railway line must be properly connected through extended grid roads, redways and grade separation at V10, V11 and V12 (Woodleys Crossing). Without these crossings, traffic will be blocked by level crossings with a barrier down-time of 40 minutes out of the hour. Furthermore, they must be able to facilitate a dual carriageway to support any future mass transit system.

As a reminder, Walton Community Council would prefer that no development be carried out within the South East Expansion Area until land has been identified within the Caldecotte 'C' Site and South Caldecotte development areas for a suitable road bridge across the Bow Brickhill railway line. It clearly states in the Walton Neighbourhood Plan (Policy WNP 6) that potential developers *"shall demonstrate that they have engaged with East West Rail prior to submitting an application and should demonstrate in a planning statement that the proposal does not preclude the delivery of a preferred solution for a new railway crossing."*

In June 2015, Network Rail had provided a solution for an over-bridge which was not located on Brickhill Street, but which required significant land to be reserved on South Caldecotte and Caldecotte Site 'C'. (Appendix C).

The Caldecotte Site 'C' and South Caldecotte development framework indicated that there was sufficient land available within the adopted highway to enable a bridge to be provided at some future date and we continue to request that Milton Keynes Council carries out its own feasibility study as soon as possible.

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We would want an assurance that s.106 monies associated with SEMK are used effectively to ensure that residents of the Walton parish are not adversely impacted by the development. Our area is being seriously threatened with high levels of congestion and pressure on its existing well-used facilities, particularly if, in the attempt to protect the villages, all of the higher density housing is placed alongside the Walton border to the north.

We recognise the need to allocate space for a traveller site and we would not be averse to a small well-managed site, situated in the area identified in the drawn proposals already presented.

We thank you in advance for your consideration of our views in the very important decision process.

Yours sincerely



Lesley Sung
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Appendix A

- Transport routes that integrate SEMK with the existing built up area (and enable future expansion beyond where appropriate) (SD9)
- Ensure development is well connected and integrated with adjacent grid squares (SD11)
- Structure based on principles that have shaped original city (SD1)
- Provision of grade separated crossings of railway should be provided or retained (SD11)
- Extend the grid road system and safeguard land for future highway links (CT8)



Appendix B



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Appendix C

