

ANNEX A TO ITEM 12

Councillor Pete Marland
Leader of the Council
Milton Keynes Council

11 SEPTEMBER 2020

Dear Councillor Marland

RESPONSE TO SEMK PRESENTATION TO THE PLANNING CABINET ADVISORY GROUP

Firstly, thank you for the opportunity to comment on the presentation made to the Planning Cabinet Advisory Group (CAG).

Walton Community Council (WCC) has discussed the outcomes of the Planning CAG meeting which took place on 25 August 2020. As a reminder, WCC has made a complaint about the biased presentation made to the CAG, which had indicated that a 'countryside feel' approach had been supported by the members of the Local Stakeholder Group. This is most certainly not the case as WCC is of the view 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 and the provision of proper grid road extensions that are separated from people, with no at grade crossings etc.

WCC supports the idea that this should be an urban extension and rejects the idea of a 'countryside feel' approach. We are supportive of protecting the villages in principle, this must not be to the detriment of the Walton Parish urban area to the north of the development site (Wavendon Gate, Old Farm Park, Browns Wood and Caldecotte existing settlements).

We all understand the importance of providing infrastructure before expansion and WCC noted and agreed with the remarks you made at the CAG meeting about the lack of green infrastructure in other developments. WCC welcomes a commitment to the development and extension of the linear parks, open community green space and the provision of good quality community and sports facilities etc that will contribute to the health and wellbeing of residents residing in and around the new area.

Attached to this letter is a pdf of the three models shown in the presentation to the CAG on 25 August 2020. WCC would be supportive of proposal 2 but would reject proposals 1 and 3.

It is imperative that the H10 continues across Newport Road or at least connects to it. WCC rejects any proposal that includes a red line for Newport Road (proposal 1). No

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access to or across Newport Road, would create a 3,500-house cul-de-sac that will potentially threaten the very being of the current SEMK. All traffic travelling North and East (Bedford, M1) would be required to cross the V11/H10 roundabout, currently busy during peak times, but with the additional development, intolerable levels of congestion will most certainly be the result.

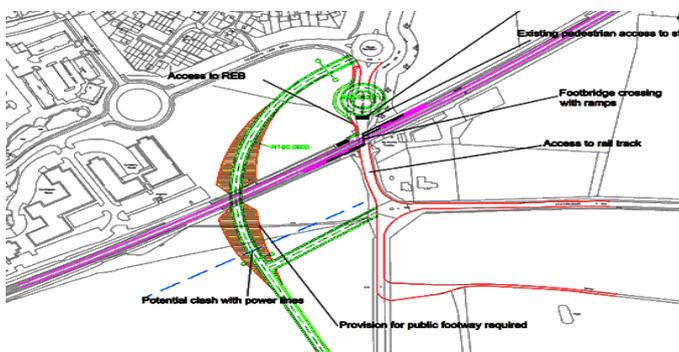
Even though there is no proposal to do so, WCC would advocate that traffic travelling south along the new V12 should have the ability to travel in all directions at the junction of the new V12/Bow Brickhill Road junction. Restricting movement by 'No Left Turn' will only add to the congestion created by the lack of access to or across Newport Road.

WCC rejects proposal 3 which would reduce the size of the grid square south of the railway, considerably. WCC supports the upgrading of the Bow Brickhill Road and would advocate an upgrade of the V10 southbound from the railway to the A5 roundabout.

WCC would welcome grid road standard crossings of the railway for the V10, the new V11 extension and the new V12 and they must be able to facilitate a dual carriageway and any future mass transit system.

Walton Community Council would prefer that no development is carried out within the South East expansion area until land has been identified within the Caldecotte C site and South Caldecotte development area 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 and which required significant land to be reserved on South Caldecotte and Caldecotte site 'C'. See below:



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Whilst Network Rail has no plans to provide a road crossing, the South Caldecotte development framework indicates that there is sufficient land available within the adopted highway to enable a bridge to be provided at some future date. At a Milton Keynes Delegated Decision meeting held on 12 March 2019, the Responsible Cabinet Member received a report that stated "Feasibility work undertaken by the Council suggests that a bridge could be constructed on the existing line of Brickhill Street, subject to more detailed technical work and planning permission". It has since been revealed that the Council has not undertaken any feasibility work and that the indicative drawing had been drawn up by the developer, Gallaghers. Worryingly, the report went on to further state "that this would not require the safeguarding of any land within South Caldecotte". WCC would consider that this has most certainly not been evidenced.

Further, the feasibility of such a bridge was carried out by Miles White Transport Consultants on behalf of Bow Brickhill Parish Council which indicated that the gradient of the bridge, as drawn by Gallaghers, would exceed the maximum gradient permitted and was therefore, undeliverable. Walton Community Council continues to suggest that Milton Keynes Council carries out its own feasibility as soon as possible.

In July 2019, responding to the South Caldecotte Development Brief consultation, Walton Community Council made clear the reasons for requesting that land must be reserved for a bridge on both sides of the railway line at both South Caldecotte and Caldecotte Site 'C' sites.

With regard to the proposal to provide for a traveller site within the South East expansion area, WCC recognise the need to allocate areas for travellers and would not object to a well-managed site, on the proviso that it was proportionate to the level of housing being provided.

Yours sincerely



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