

PLANNING - THE DEVELOPMENT THREATS TO WALTON

SEMK - South East Strategic Urban Expansion Area

Plans are afoot for 3,500 additional homes to be located within the MK South East expansion area that borders our parish along its eastern and southern edges. The development will generate an additional 18,000 residents, growing to around 40,000 and will change the area forever. It will include the provision of 2 primary schools, a nursery and early years provision along with a local centre and other supporting infrastructure. However, this has thrown up many challenges and questions for our area and there are many issues that need to be resolved, particularly around the movement of traffic.

Developers will soon want to submit their planning applications and so Milton Keynes Council is very quickly, working towards implementing a Supplementary Planning Document (SPD), a document that lays out to potential developers what is going to be acceptable in the area. Although acutely aware of the urgency, we feel that this is being rushed through before all the critical issues have been evidenced and resolved.

This Council is keen that the South East Strategic Urban Expansion Area should be based on sound Milton Keynes principles, including an even spread and density of suitable mixed and affordable housing (maximum 30 dwellings per hectare), 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.

Milton Keynes Council's Planning Cabinet Advisory Group (CAG) recently received a presentation which identified three options on traffic movement. The CAG's preferred option, which identifies Newport Road as a barrier to development is at odds with our view. Precluding access to Newport Road will create a 3,500-house cul-de-sac and 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. 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. Time is of the essence and we have made a request to MKC 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.

We have submitted our strong objections to MKC and have requested that it urgently, carries out its own SE:MK transport impact study so that the conclusions can be duly analysed and commented on by our residents.

Further, 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 downtime of 40 minutes out of the hour. Furthermore, they must be able to facilitate a dual carriageway to support any future mass transit system.

We would prefer that no development be carried out within SE:MK until land has been identified within the Caldecotte Site 'C' and South Caldecotte development areas for a suitable road bridge across the Bow Brickhill railway line, as per Policy WNP 6 of our Walton Neighbourhood Plan. In 2015, Network Rail provided a solution for an over-bridge which required significant land to be reserved on South Caldecotte and Caldecotte Site 'C'. The development frameworks for both sites had 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.

Public consultation on the draft Supplementary Planning Document (SDP) is likely to commence for a 12-week period in January 2021, with adoption likely in the summer 2021.

'Protect the Villages'
Response 1 preferred

Left - MKC Planning CAG's preferred transport movement option



Right - A transport movement option Walton Community Council would prefer indicating access to Newport Road.

- 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)

Left - A potential route for the extension of the H10



