

Minutes of the meeting of the PLANNING CABINET ADVISORY GROUP WORKSHOP held on WEDNESDAY 4 NOVEMBER 2020 at 6.00 pm

Present: Councillor Marland (Chair)
Councillors Ferrans, D Hopkins and Trendall

Officers: M Clarke (Principal Urban Designer), S Kupczyk (Senior Planning Officer), J Palmer (Head of Planning), J Povey (Strategic Lead - Transport Policy and Planning), N Sainsbury (Head of Placemaking), A Turner (Development Plan and Delivery Manager), P Van Geete (Tariff Programme Manager), A Wearing (Strategic Lead - Transport) and J Crighton (Committee Manager)

Also Present: Councillor J Baker (Central Bedfordshire Council), H Chipping (SEMLEP), K Fraser (Youth Cabinet), R Kurth (CMK Town Council), R Mascarenhas (Youth Cabinet) and C Walton (Community Action Group)

Apologies: Councillors Bint and Legg

CAG01 DECLARATIONS OF INTEREST

None disclosed.

CAG02 SUMMARY OF PREVIOUS WORKSHOP HELD ON 28 AUGUST 2020

The summary of comments received following the previous Workshop held on 28 August were tabled, which included the following:

- that the site analysis had been tabled;
- there had been a discussion around the Draft Vision;
- there had appeared to be a broad consensus regarding the proposed open space and pedestrian / cycle networks, buffers and lower density on the edge of the development; and
- the possible extension of the H10 to provide access and integration with a likely future growth to the north and east.

CAG03 PRESENTATION ON SOCIAL INFRASTRUCTURE

The Group received a presentation on Social Infrastructure, which included what would be delivered:

- 3,000 homes would be created as part of a Strategic Urban Extension on the South East Edge of Milton Keynes;

- two primary schools and one secondary school, with early years capacity and further nursery provision;
- two local centres with a community facility;
- a Pavilion with playing fields;
- open space including play provision for children and young people; and
- a potential location for a health facility.

The Group noted the following concerns / comments:

- whether or not commercial analysis had been carried out in relation to other sectors;
- whether or not work had been carried out to assess the impact on Woburn Sands High Street or any potential mitigation;
- how additional school provision would affect existing primary and secondary schools in Woburn Sands;
- what arrangements (if any) would be in place to work in partnership with Central Bedfordshire Council;
- the likely impact on Newport Road should the railway crossing close;
- that the buffer zone appeared to have been replaced with playing fields;
- the urgency of submitting a detailed plan outlining the proposed Travellers' Site and the importance of the Site's completion prior to commencement of the housing development;
- that the uncertainty about the future of Woburn Sands railway station made decision making difficult;
- a perception that the distance between catchment areas was too great and the impact on residents accessing local centres;
- what plans were developed, or being developed, for under 18s as part of the community facilities; and
- that it would be helpful for the slides to be shared with Parish and Town Councils.

In response to the comments / concerns raised, the following was reported:

- that developers would make arrangements to undertake an impact assessment on Woburn Sands High Street;

- it was hoped there would not be any detrimental effect on the schools in Woburn Sands and officers would communicate with Central Bedfordshire Council on this matter;
- that officers would liaise with the Schools Team to provide school places for the predicated area;
- that a public transport link would be provided to the local centres; and
- that officers engage with young people through the Youth Cabinet in regard to provisions for under 18s.

CAG04

PRESENTATION ON MOVEMENT NETWORK AND PUBLIC TRANSPORT

The Group received a presentation on the Movement Network and Public Transport, which included the following:

- the need to provide safe public transport routes;
- that houses be no more than 400m from a bus stop;
- the transport study had been delayed;
- there were currently no clear proposals from East / West Rail regarding crossings;
- the proposed Park and Ride next to the A5 south-west and M1 Junction 13;
- that a Demand Responsive Travel (DRT) model would replace subsidised bus routes that were no longer viable;
- that, following responses received, the following scenarios were reported:

Option 1

- to include two all movement bridges to the east and west side of the allocation;
- the installation of traffic lights and right turn as Woodleys Road connects with Bow Brickhill Road;
- this would work in line with the MK 2050 Strategy as bus routes would maximise catchment along Bow Brickhill Road;

Option 2

- that the Bow Brickhill bypass become a full grid road to allow for a connected grid road into Central Milton Keynes;
- this would not work in line with the MK 2050 Strategy as there would not be an MRT route to the railway station;

Option 3

- that there would be three all movement bridges at V10, V11 and Woodleys crossing;
- this would have an impact on Newport Road but would provide the potential for a route around Woburn Sands level crossing, although this would be problematic; and
- there were financial implications for this option as there was no existing vehicular crossing on the V11 and it was likely that East / West Rail would only fund upgrades to existing vehicular crossings.

The Group noted the following concerns / comments:

- the presentation contained a large amount of detail which could not be fully considered during the Workshop;
- residents might lose their homes if the grid road was to be extended;
- the detail of what provision of public transport would serve the new developments;
- details of provision for charging electric vehicles;
- that consideration be given as to where the Park and Ride destination(s) would terminate;
- where would the DRT routes be located; and
- transport was a concern for young people.

Councillor Bint had submitted the following comments and requested that these be considered in his absence:

‘Please include explicit provisions in the SPD to cocoon existing settlements and their residents, from future nearby residential development, in the way that Willen, the Shenleys, MK Village, and many others, have been successfully cocooned and protected. This isn't simply a matter of buffer zones. With careful road measures (instead of, or as well as, buffering), better cocooning can be achieved (and with less land loss).

Please include an explicit requirement to extend H10 all the way to Newport Road (the former A5130). This is important both for the intended future residents within the area, and for the smooth movement of people and goods more widely across MK.

Please include a comprehensive definition of what we want, as a grid road: no homes or other developments (except obviously, petrol filling stations) opening onto the grid road; extensive (grade-separated) crossings for pedestrians, cyclists AND road vehicles, to ensure grid

roads achieve through-traffic connectivity without being a barrier to permeability between the estates for local traffic: this permeability makes a really important contribution to the quality of life in these neighbourhoods, as per the many examples we put forwards at one of the recent CAG meetings.'

In response to the comments / concerns raised, the following was reported:

- if there was not an option to connect to Newport Road then the H10 would need to be extended;
- the DRT would have fixed routes and operate at bus stops; and
- that discussions take place with officers who are working on the DRT model.

CAG05

NEXT STEPS

RESOLVED -

1. That officers convene further individual meetings with CAG members who need more clarification on the information presented at the Workshop.
2. That options be reviewed in light of the comments received.
3. That comments be circulated by 18 November 2020 in advance of the CAG meeting to be held on 9 December 2020.
4. It was agreed to arrange meetings with Local Stakeholder Groups before 18 November 2020 deadline for comments.

THE CHAIR CLOSED THE MEETING AT 8.15 PM