

Summary of comments received on the response options presented during Planning CAG workshop on 25/08/2020

The tables below summarise the comments received following CAG workshop and it should be read alongside the note of the meeting from that workshop. 'Points agreed' by Planning CAG members at that workshop are included in the table.

WSTC- Woburn Sands Town Council

CBC- Central Bedfordshire Council

Design and layout

Response 1 was generally more preferred apart from Public Transport where more direct links presented in Response 2 were preferred (CAG 25/08/2020)

SEMK to be orientated towards MK as the urban extension (as it stands in the name SE SUE MK) with existing settlements being cocooned in line with great examples elsewhere in MK; reasonable buffers provided (Cllr Bint, J. Farmer, WSTC,)

Cul-de-sac style to encourage modal shift, pedestrian/cycle routes to obvious destinations to be shorter than the car route to the same destinations. (Cllr Bint)

Public open space within the area should be well-situated and closer for residents with the smallest or no gardens at all. (Cllr Bint)

Feel of the countryside can be achieved through careful landscaping and use of materials on the site e.g. wooden exteriors and landscaping which would mitigate higher densities. This could align an urban extension of Milton Keynes to a more sensitive location that feels like the countryside.

(J. Farmer)

The density should decrease closer to sensitive edges. (J. Farmer)

Support of HYAS report which identified most of the constraints.

(S. Malleon)

Protection of the nearby villages and character is important and new development and growth should not be to their detriment.

(CBC)

Transport issues, general connectivity

Newport Road being the natural barrier.
(CAG 25/08/2020)

Grid roads where required rather than reserved corridors.
(Cllr Bint)

Bow Brickhill work on the bridge options at to be presented at the next meeting. For the EWR study to be completed before further work is undertaken.
(Sue M)

Traffic connections must be to the North. No direct access on to Bow Brickhill Road (into Woburn Sands) or Newport Road.
(WSTC)

Brickhill Road and other roads in the system (The Leys, Hardwick Road, Theydon Avenue) have cars parked alongside the road since homes have no driveways making it very narrow (one-way passage possible especially during commuting times).
(WSTC)

Grid roads reserves are important. Potential for extensions to grid network should be allowed for in the emerging Development Framework, even if ultimately growth to the north east does not form part of the strategy in the next local plan review.
(Redrow)

Support of modal shift to provide more public transport options and promoting the P&R (Hayfield Consortium)

Response 2 preferred, it is considered that a barrier to movement to protect villages is unnecessary and would not promote sustainable forms of transport or development. Sustainable transport modes options, extending the grid roads will remove through traffic. Connectivity with CBC Aspley triangle including Public Transport is important.
(CBC).

V10 and V11

Grid road connectivity/improvement is required for V10 from the Walton Park roundabout to the A5 "Julie's Pantry" roundabout).
(Cllr Bint)

The SPD should state what solution is being assumed (and if applicable, funded) for the V10 railway crossing, and the material to support this assumption.
(Cllr Bint)

Land-usage used for potential buffers (such as one for potential V10 bridge) will have an impact on the densities of the development elsewhere on site.
(Cllr Bint)

Grid road connectivity/improvement is required from the Browns Wood roundabout to the southern side of the new development.
(Cllr Bint)

H10

Grid Road connectivity/improvement required from the Browns Wood roundabout to a junction with Newport Road, the former A5130.
(Cllr Bint)

Preference for there to be no connection to or across Newport Road, to the north east of the SEMK site. Potential connection would have a detrimental impact on the local highway network, directing more traffic into Woburn Sands and Wavendon.

Newport Road considered the main road between Woburn Sands and MK and carrying traffic up to Cranfield. Roads position and its relationship with the railway crossing should be reflected in the Transport study (possible bridge option or bypass, leaving the crossing as it is – no preference for option mentioned, no preference, best option one least disruptive).

(WSTC)

Whilst the land adjoining Newport Road immediately to the north east of SEMK lies outside of the allocated site, only realistic point at which a connection could be made for the extension of the H10 Bletcham Way into any potential future development area to the east.

Would not expect a full extension on H10 to Newport Road to be delivered as part of the development of SEMK, it is clear that, the Development Framework should, as a minimum, allow for such a proposition in the future and include a reserve through the site, orientated appropriately to Newport Road, with sufficient space to allow for a grid road, as defined in Plan:MK.

(Redrow)

Extension of the H10 to the east will assist with integration of the current SEMK development and any future expansions to the east. Concerned with the response/option favoured by CAG which would in effect blocked off any potential for H10 to extend across Newport Road and provide an additional point of connection for the proposed expansion areas in Central Beds area.

(Hayfield Consortium)

Provision should be made in the SPD for the H10 route to extend as far as the Cranfield Road. This would enable the road to be continued within the land north of Aspley Guise if, and when, it is brought forward.

(CBC)

Infrastructure provision , G&T site

infrastructure provision (e.g. parking) should be included around visitor attractions, to prevent adverse impact on the amenity of residents.

(Cllr Bint)

Green infrastructure vital to the development

(Mr Farmer, CAG 25/08/2020)

Green spaces and green connectivity a high priority non-negotiable

(CAG 25/08/2020)

Buffers essential but need to be thought of carefully.

(Mr Farmer)

Tree preservation orders on nearly all the mature trees on the site.

(Mr Farmer)

Lake to be opened up (privately owned fishing lake currently fenced up) and landscaped to allow residents to enjoy it. The area of the buffers zone should become a country park.

(WSTC)
Local centres not to be straddling a grid road. should include space for nursery, primary, & secondary education facilities within the SPD area, and/or good pedestrian/cycle & public transport connectivity to get residents to education facilities elsewhere. (Cllr Bint)
Need and provision for strategic infrastructure to be planned jointly with CBC. (CBC)
Do not support the location of the G&T site; contrary to the purpose of the zone. (Mr Farmer, WSTC)

Detailed responses can be provided upon request.