

# **Comment on National Badminton Centre applications**

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While not commenting on the merits or otherwise of these planning applications per se the committee should be aware that neither of them complies with either council or government policy with regard to public transport access. They could be made compliant by the addition of conditions and/or S106 payments.

## **13/00267/FUL new National Badminton Centre**

There are no bus stops within the recommended 400m walking distance of the proposed new National Badminton Centre and the bus services mentioned as being more than 400m away are not satisfactory for such a national facility.

Bus stops should be provided on Watling St near the Redway overbridge, with a ramp down from the Redway on the western side.

Since this is to be a national facility people will be travelling to it from all over the country. It is essential that they can access it by public transport. It would be very embarrassing for MK if visitors arriving by train or coach could not reach National Badminton Centre by bus. A direct bus services from MK Central rail station is necessary to connect the National Badminton Centre with buses, coaches and trains. This should be half-hourly or better.

The only bus service currently operating, 29, does not satisfy this requirement because a) the bus runs through Furzton which is more than 400m away from National Badminton Centre, b) there are no safe places to get on and off the bus (see officer's report), c) it is only hourly, d) journey time is 30 mins because it takes a very circuitous route. It is quicker to walk to the station, 30 mins, than walk to Furzton and catch the bus.

The officer's report mentions that payment for the provision of public transport could threaten the deliverability of the National Badminton Centre. We would suggest it is the other way around. Failure to provide public transport could threaten the viability and credibility of the National Badminton Centre.

The report notes that some unskilled jobs will be created by the National Badminton Centre. These are likely to be low paid. Many of the applicants for

those jobs will not have a car. So equal opportunities is another reason why a bus service is essential.

There should be a condition requiring a half-hourly or better public transport link to MK Central rail station. This could be by the extension of an existing bus service that currently terminates in CMK, eg 19 or alternate 7. This service could also provide a service to Knowl Hill, which currently has no bus service for its southern half.

This bus service could be linked to Bletchley. There are several parts of West Bletchley, those close to the WCML, which have poor or non-existent bus service. A route MK Central station, Knowl Hill, MK Bowl, Furzton, Whaddon way, Whalley Drive, Sherwood Drive would pass many other sources of passengers, including housing, Bletchley Park and MK College. Consequently the level of subsidy required should be low.

Service 30/31 pass the MK Bowl but do not go to MK Central rail station or CMK and so contribute little to accessibility. They only operate in peak time and are being cut back further in June as a result of budget reductions.

### **13/00266/OUT**

#### **residential development consisting of up to 104 units including the retention of the existing farmhouse building, Loughton Lodge**

There are no bus stops within the recommended 400m walking distance of the housing proposed for the former site of the National Badminton Centre. Many bus services run along Portway but the bus stops at Attingham Hill are more than 400m away from the proposed housing.

Bus stops and laybys should be constructed on Portway just to the west of its bridge over Bradwell Rd along with footpaths from these stops down to Bradwell Rd. This would bring the development into compliance with council and government policy with regard to public transport access. It would also improve public transport access for the existing housing at Loughton lodge and for the north east corner of Loughton.

Alan Francis