

Unitary Councillor Report

Report from Cllr David Hopkins, Cllr Victoria Hopkins & Cllr Alice Jenkins – Representing Wavendon at MK Council

March 2017



WALTON ROAD - Dear Residents

I accept the timescale has slipped slightly from the one I gave and with hindsight, I was trying to be helpful in keeping people informed and should have waited until everything was completed agreed. We did encounter a slight unforeseen problem with ordering speed indicator devices which has delayed us by a couple of weeks.

I entirely understand your frustration but I do not agree with your assertion concerning excuses. We have put a great deal of work into this to make it happen in an era of exceptionally tight financial constraints.

Letters have been sent out this work and work will commence very shortly.

Best wishes

David Hall - Community Highway Manager



Martin Grant Homes Land – info@martingrantland.co.uk

Sent: 15 March 2017 14:33

To: Hopkins, David - **Subject: Hayfield Partnership - Aspley Guise Triangle**

Councillor Hopkins - As you are aware, on Monday night (13 March) we attended a briefing in Aspley Guise for local councillors and parishes to discuss the Hayfield development. We really appreciated the chance to discuss the project and the constructive initial feedback.

Those present at the meeting identified some important areas for consideration. Reflecting on the discussions and the feedback given, we have concluded that we

need to make further progress with our analysis – particularly on transport.

As a result we are reviewing our timetable, including when we will hold local consultation events and submit a subsequent future planning application. This means **we will not now hold** a consultation in late March/early April as previously anticipated.

Please accept our apologies for any inconvenience, but I hope this approach reflects our commitment to listen and work with local communities. We hope we can continue to discuss the project with you over the coming months and we will update you when we have a new timetable.

Thank you again for your time and input so far.

Max Wilkinson - On behalf of the Hayfield Partnership

0800 9889141

Plan:MK

MK Council Officers have offered to host a residents drop in session in Woburn Sands (Summerlin of Memorial Hall) for residents of the Woburn Sands and Wavendon during the consultation period of *Plan:MK* – i.e. sometime during March, April or May



Five Year Land Supply - Jeremy Lee (Senior Planner) has had a conversation with the Head of DC about a specific application at Linford Lakes. He tells Jeremy that the planners have changed their minds again since last Friday (March 10th) and MKC still haven't got a 5 year housing land supply. So he has been told to write Linford Lakes up for approval. However, as he understands it, the council is quite close so the situation may change again quite soon.

Tel: 01908 252316

Email: Jeremy.lee@milton-keynes.gov.uk



The 300 Service **will become an hourly service**, seven days a week, from July 2017. It is currently a half hourly service.



Bus Services

The following routes are to be retendered and a paper came to Procurement Committee on 7 March to start off the process. Significantly the paper states that some routes might not be viable. The document also allows for timetable changes.

The tender possibly gives MKC Cabinet a loophole through their commitment they made at budget time that there would be no service changes as a result of subsidy % coming down. However, it has been pointed out that clarification is required as to whether some less profitable routes will get higher subsidies, others lower subsidies, but the average overall will come down.

More when I have it..

- 1 Bletchley – CMK – Newport Pagnell Arriva
- 7 CMK - Bletchley Arriva
- 8 CMK – Kingston – Walnut Tree Arriva
- 9 Bletchley – Walnut Tree - Kingston Arriva
- 11/12CMK – Oakgrove – Open University - Caldecotte Z & S
- 17 Bletchley – Woburn Sands - Kingston Z & S
- 17A CMK – Winterhill - Bletchley – Lt Brickhill - Woburn Sands - Kingston Z & S
- 24/25 Bletchley – Westcroft – CMK – Newport Pagnell – Kingston - Bletchley Vale Travel
- 26 Westcroft - Bletchley – Walnut Tree - Kingston N/A
- 37 (X31) Little Brickhill diversion Centrebus

- LL Little Linford shared taxi Brocks
- NB Newton Blossomville shared taxi Brocks

Stuart Simmonds - Public Transport Technical Lead

T: 01908 252011 - E: Stuart.Simmonds@milton-keynes.gov.uk

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Milton Keynes Council | Saxon Court | 502 Avebury Boulevard | Milton Keynes | MK9 3HS



Woburn Sands – Warwicknet Fibre cabinet 73

Ben King from Warwicknet has told Milton Keynes Council that he expects the new fibre based broadband service to be live and available during March 17. It is not yet clear whether the technology employed by Warwicknet will provide a superfast broadband service to all residents in some parts of Woburn Sands.

Martyn Smith - Infrastructure Programme Manager

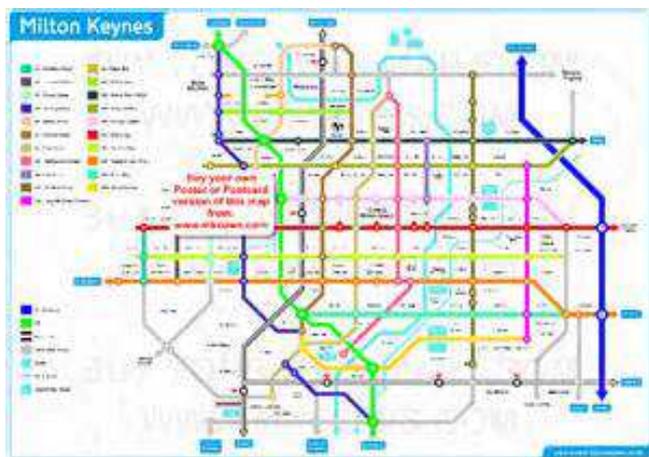
T: 01908 252056 - E: martyn.smith@milton-keynes.gov.uk

- ***Plan:MK* Proposals**

Plan:MK

Land in the Bow Brickhill triangle bordered by the Bow Brickhill Road, the Bletchley to Bedford railway line and the old Watling Street (with the A5D running through the centre) will be allocated as Employment land in the *Plan:MK* proposals that were discussed at MKC Cabinet on 21 February. The site has been labelled Caldecotte South.

See below ...



Grid Road Extension

David Lock Associates has announced its intention to (potentially) submit a planning application on behalf of its clients, O&H Properties, for an extension to the Bletcham Way grid road through the Church Farm (Connolly Homes) site and beyond into the so called south extension area. However, in return they expect to achieve early permissions for further housing developments (see page 13 of this report) – which would be contrary to the provisions of *Plan:MK* published for consultation (in draft form) on 21 February.



Local Planning Issues

- HP – 16 dwellings off Walton Road – DCC on 6th April 2017
- 45 Newport Road – 4 dwellings – DCC June 2017
- Wavendon Properties (two applications) – DCC June 2017
- 4 dwellings for Traveller Showpeople (if indeed it will come to committee) – Delegated decision by 29 March

Allen Saçbüker - Senior Planning Officer

☐ 01908 253101 - ☐ allen.sacbuker@milton-keynes.gov.uk

Milton Keynes Council | Development Management | Planning Culture and Infrastructure | Place | Civic Office | 1 Saxon Gate East | Milton Keynes | MK9 3EJ | <http://www.milton-keynes.gov.uk>



From Catherine Story

Catherine has obligated to attend the Annual Parish Meeting

Kate Story - PS STORY |P1533 | South Neighbourhood Sergeant |

Telephone 01865 542110 / 341 6520| Emergencies 999 - Mobile 07800 702379

Station Broughton Fire Station, Milton Keynes

Working in partnership to make our communities safer.



Milton Keynes 50th Birthday

On 23 January 2017 Milton Keynes turned 50! It is hard to believe that in 50 years Milton Keynes has been transformed from 8,850 hectares of farmland into a city with a population of 261,000, home to 11,850 businesses and an economy worth more than £10.4 billion. 50 arts, leisure and heritage events were held over the birthday weekend. This included a huge party organised with great partnership working between Milton Keynes Council and Destination Milton Keynes and hosted at Bletchley Park. The event was attended by nearly 300 party goers, enjoying fantastic entertainment and a 4ft birthday cake made by local cake artist Karrin Simpson, featuring lots of famous MK landmarks. There is more to come during 2017 as organisations, groups and businesses across the city have pulled together to create a programme of events inspired by the past, present and future of Milton Keynes. To get involved visit the official MK50 website <http://www.mk50.co.uk/> or follow the twitter page @CultureMK

Powerhouse Report

What a great Birthday present as Milton Keynes is highlighted in the UK Powerhouse Q3 report for a GVA increase of 3.0% annually, overtaking Cambridge to take the top spot. This was heavily driven by a strong service sector and healthy business atmosphere, which continue to help production. Milton Keynes was also the strongest performing city in terms of employment growth, expanding employment in line with growth, with a 2.1% annual increase. UK Powerhouse is an extensive business study produced by Irwin Mitchell and leading economic think-tank Cebr.

To view the most recent UK Powerhouse report please visit the website <http://www.irwinmitchell.com/ukpowerhouse>

Centre for Cities

The celebrations continue with results from the most recent Cities Outlook, reporting that Milton Keynes 'average weekly workplace wages' ranking jumped from 10th to 4th place, and 'change in real wages' jumped from 45th to 2nd place out of 64 other locations. These increases should help to attract and retain skilled employees and support recruitment in Milton Keynes. Centre for Cities is an independent think-tank dedicated to understanding and improving UK city economies, by providing economic data on UK cities. To view the Cities Outlook 2017 visit the website <http://www.centreforcities.org/publication/cities-outlook-2017/>



Report on Meeting with Network Rail 3 March 2017

This was a sparsely attended meeting which was perhaps due to the lack of any real progress to report! Peter Skelton and I attended on behalf of WSTC.

Consultation Process

The consultation process prior to the adoption of a scheme of works under the Transport and Works Act (which will enable Network Rail to undertake the various works required to enable additional trains to run on the Oxford – Bedford section) is due to be held in May. Prior to that NR have to complete various documents, the most onerous of which is an Environmental Statement. This will cover all the environmental implications of the work such as flood implications and will also set out the proposed compensation arrangements for those affected. It is hoped to complete this paperwork in time to meet the planned consultation events but it is possible that these may have to be delayed. There is no event scheduled for WS but there will be one in both Marston and Bletchley. The documentation will be available to Parish Councils and there will be another meeting of the Liaison Committee at the start of May.

Comments from the public and local authorities will be considered for 6 weeks and NR will then take a couple of months to consider responses before issuing their final proposals (say by the end of 2017). There will then be an 8 week period for formal objections; if these are substantive then the DfT will establish a Public Inquiry which has to be held within 6 months. The Sec of State then has 3 months to rule on the Inquiry's findings.

It therefore seems unlikely that formal approval to NR's proposals will be given until the end of 2018!

Expressway Discussions and Impact on WS

It emerged during the meeting that it was hoped that the high level decisions/options on the route of the proposed expressway would emerge by the end of 2017; subsequent decisions and formal approval by all relevant authorities will then need to take place before any funding can be requested or put in place. An optimistic suggestion is that work might start by the mid 2020s and completion by 2030.

Any upgrading of the MK-Bedford section (which would involve electrification) beyond the already agreed two additional trains per hour (estimated 2022/24) will not be discussed until the route of the expressway has been agreed. It is clear that there has been very limited discussion between the sponsors of EW Rail and the expressway although the draft PlanMK is proposing that no further development of the WS/BB area be permitted until the route has been finalised. The WS crossing will not be closed until electrification since it is deemed to be adequate for the additional two trains per hour already agreed. An alternative crossing can only be provided as part of the SE development of MK which will be in the second half of the PlanMK timescale.

It is interesting to note that any decision on electrification has been pushed well back despite the current concerns over the environmental effects of diesel power – as always cash is more important than the environment!

Organisational Matters

It has been announced that a new limited company has been established to take forward the Central section of EW Rail (the section between Bedford and Cambridge). This is a very complex task since the track does not exist. It is apparently envisaged that the new company will seek funding from both the private and public sector. In the longer term this company may take over managing the development of the Bedford- MK section but it is unlikely to take over the Western section (Oxford- MK) since this is at a more advance stage. The overall impression given is one of organisational chaos which is hardly likely to enhance the development of EW rail!

Local Issues

Although WSTC has argued for an additional third right hand turning lane into Cranfield Road to relieve the congestion this scheme does not have priority in MKC thinking, and is regarded as a highway matter by NR. Although NR is sympathetic they do not see it as a priority. They are however trying to develop closer links with MKC transport officers so that they both understand the traffic implications of the current and proposed housing developments in the WS area. We were advised that they are finding this very difficult due to the constant turnover of MKC officers.

It is very frustrating at the apparent lack of any joined-up strategic thinking by MKC and WSTC should make strong representations on this to MKC.

Plan:MK

There was a special Cabinet Meeting **on 21 February** devoted to *Plan:MK* and the proposed next stage of the plan to go to consultation in early Spring. The big issues are around proposed expansion in the rural north which has received plenty of local press coverage and which have been removed from the proposals.

- Plan period now 2016 – 2031
- Hot off the press was a change to the planning period for Plan MK which will now be **15 years instead of 20 years**. The impact of this change is to take pressure off housing numbers by a reduction of 10,000 during the plan period.



Oxford – Cambridge (via MK) Expressway

STRATEGIC PLANNING IN THE CAMBRIDGE - MILTON KEYNES - OXFORD CORRIDOR:

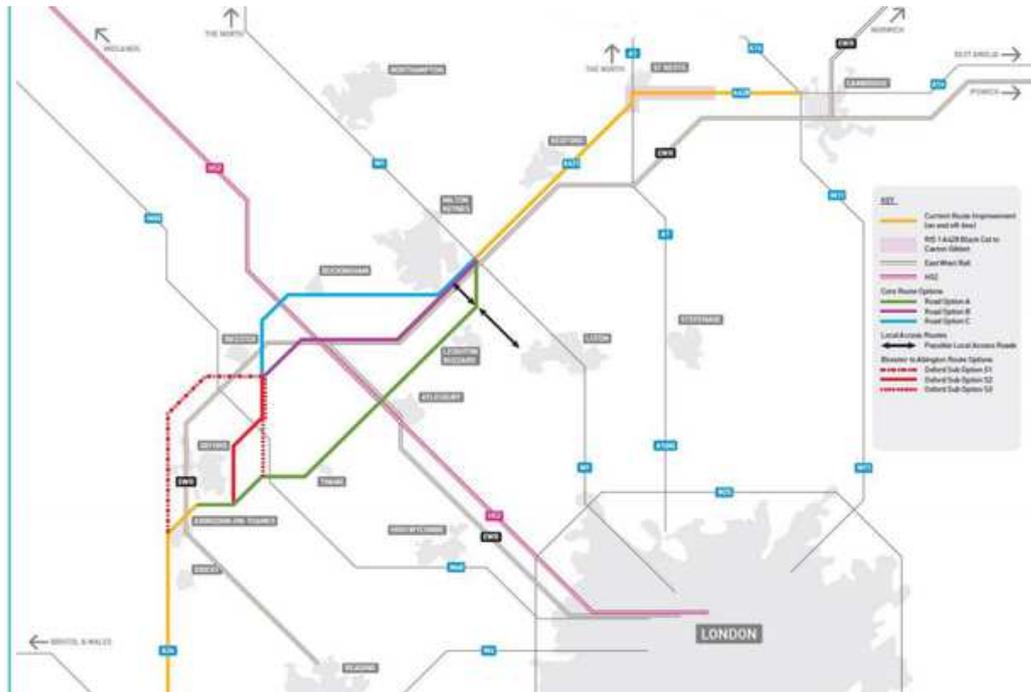
A DISCUSSION PAPER

This paper has been prepared to help progress debate on how local authorities, local enterprise partnerships and central government can work to develop and deliver an integrated strategic plan for infrastructure, housing and jobs for the Cambridge – Milton Keynes – Oxford corridor. In preparing the paper, the NIC has taken into account input from officials from local authorities and local enterprise partnerships across the corridor. It has taken into account input from officials within the Department for Transport and the Cities and Local Growth Unit.

The NIC is inviting responses to the issues raised in this paper by 31 May 2017. These responses will be analysed and may subsequently be published. The NIC will prepare and publish a commentary on the consultation responses in summer 2017.

The responses received by the NIC will help inform its final recommendations on the Cambridge – Milton Keynes – Oxford corridor. These will be published in advance of Autumn Budget 2017.

(See separate Consultation Paper)



A planning moratorium on land east of Church Farm until 2026 is proposed to allow the route of the expressway to be designed – expect an announcement in the autumn 2017 as to a preferred detailed path for the road.



Housing White Paper: The 9 key takeaways

1) Ministers get tough on developers

Developers that do not build out sites where they have planning permission will have their land seized by local authorities under government plans unveiled in the housing white paper.

The government is preparing guidance to encourage local authorities to use compulsory purchase powers to seize “stalled” sites from developers and then auction off the land to other builders. The proceeds from the auction will then pay back the original developer.

2) Government cracks down on local authorities that oppose development

As well as getting tough on developers, the government will target local authorities who are not enabling development to go ahead.

This involves the introduction of a new housing delivery test that will highlight local authorities that do not deliver the homes their area needs and introduce presumption in favour of planning permission in those areas.

From November 2018, if housing delivery is less than 25% of need – as identified in the local plan or in projections – then developers will be granted automatic planning permission on sustainable schemes they bring forward apart from in exceptional circumstances. This proportion will increase to 45% in 2019 and 65% in 2020.

The white paper also set out a requirement for all local authorities to be covered by a local plan that is amended every five years. The government will “intervene” if necessary to ensure plans are put in place.

The government will also consult on introducing a standardised method of assessing housing need to help streamline the planning process.

3) Modular construction boost

The government announced that it will examine how the planning system impacts on modern methods of construction – but most of the encouragement for modular construction will come from financial support from the Home Building Fund, administered by the Homes and Communities Agency (HCA), which will also target small and medium-sized developers.

HCA chair Sir Edward Lister confirmed that the organisation plans to invest some of the £3bn in modular construction factories. The HCA is discussing plans for new factories with a number of developers, he said, and will consider taking a direct stake in the factories or providing loans for others to build and manage them.

The HCA will also put its own land forward for modular construction factories, and has already identified one site on which a factory will be built, he said.

4) Build to rent encouragement

The government announced a range of measures aimed at encouraging the build-to-rent (BTR) sector. These include allowing local authorities to proactively plan for BTR schemes, and making it easier for BTR developers to offer affordable private rented homes.

To do this, the government will create a separate affordable housing class for BTR, called affordable private rent, which will require developers to deliver at least 20% of developments at a 20% discount on market levels. In exchange, developers will get greater planning certainty. The measures are outlined in a BTR consultation document published alongside the white paper.

The government will also consult on plans for three-year tenancies to be offered on all BTR schemes.

5) Starter homes policy virtually abandoned

The government backtracked on its landmark starter homes policy. Initially, ministers said that starter homes – available at a 20% discount to first-time buyers – would have to account for 20% of new developments. Now, 10% of all developments will have to consist of “affordable home ownership” units.

Any starter homes will only be available to those buying with a mortgage, as opposed to cash, and a household income of less than £80,000, or £90,000 in London

The target of 200,000 new starter homes by 2020, a manifesto pledge, has also been abandoned – now, the government is targeting 200,000 new home owners by that date

6) Government backs high density development

Planning policy will be amended to ensure that low-density development is avoided in areas where there is a shortage of land. In a further bid to increase numbers, the government will promote the building of high-density sites in areas well served by public transport.

This could include replacing or building over low-density uses, like car parks, or building on top of existing buildings.

7) No green belt reform

The government reaffirmed its commitment to protecting the green belt, contrary to reports ahead of the paper’s publication. It would introduce policy so that local authorities can only amend greenbelt when they have explored “all other reasonable options”, it said.

Any loss of green belt must be offset by higher contributions from developers or improvement to existing green belt land.

8) More building on brownfield and small sites

Local authorities must place “great weight” on the value of development on brownfield land in their local areas, the government said in the white paper.

The government also signalled support for small and medium sized builders by announcing that 10% of all sites allocated for development must be half a hectare or less in size, and that local authorities must work with developers to divide up larger sites.

9) Planning fees increase

From July, local authorities will be able to increase planning fees by 20% if they agree to invest the extra money into their planning department.

The government will also consult on introducing fees for planning appeals, which would be refunded if the appeal is successful.

PUBLIC NOTICE

THE COUNCIL OF THE BOROUGH OF MILTON KEYNES (PARTS OF LOWER END ROAD AND CROSS END, WAVENDON) (TEMPORARY CLOSURE) ORDER 2017

NOTICE IS HEREBY GIVEN that the Council of the Borough of Milton Keynes has on 28th February 2017 made the above Order under Section 14(1) of the Road Traffic Regulation Act 1984, the effect of which will be to temporarily prohibit vehicles and pedestrians from entering, waiting or proceeding along the following length of road in order to allow Southern Gas Network to install a new medium pressure gas main in the carriageway:-

For the purpose of the above Order, no person shall cause or permit any vehicle to enter, wait in or proceed along the following length of road:-

- **Lower End Road, Wavendon** – From its junction with A5130 Newport Road to a point 100 metres east of its junction with Cross End;
- **Cross End, Wavendon** – From its junction with Lower End Road, for a distance of 100 metres in a southerly direction

Whilst the above lengths of road are closed the alternative route will be via A5130 Newport Road, Cranfield Road and Lower End Road (and vice versa)

Access to premises on Lower End Road will be provided via Cranfield Road.

The above closure will start on 6th March 2017 and end on 3rd April 2017 or until the said works have been completed, whichever is the sooner. Signs will be erected several days in advance to the public of the forthcoming closure.

The Council is satisfied that the temporary closure Order is necessary to enable works to be carried out on the highway. The temporary Order will come into effect on 6th March 2017 and remain in effect for a period of 3 months and will take effect at times during the above period **only** when works are required and **only** when indicated by the appropriate traffic signs, which will be erected in advance of any closure.

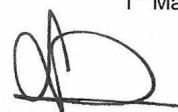
There will be no exemptions from the provisions of the made Order.

The closures will be clearly signed in accordance with Chapter 8 of the Traffic Signs Manual. All affected properties will be notified of the forthcoming closures at least one week prior to works taking place.

Any person committing a breach of the order will be liable upon prosecution to such fine as is prescribed by the Road Traffic Regulation Act 1984.

Synergy Park
Chesney Wold
Bleak Hall
Milton Keynes
MK6 1LY

1st March 2017



Sean Rooney
Head of Highways

David Hopkins / Victoria Hopkins / Alice Jenkins
Danesborough & Walton Ward Councillors