**SEMK SUE Consultation Response**

Name:

Address:

Date of submission:

I wish to make the following representations regarding the proposed development of land between Wavendon, Woburn Sands and Bow Brickhill. As a resident of Wavendon my observations particularly relate to the direct impact on my own community. The SUE will cause a huge change to the current lifestyle for all residents of the village. The loss of countryside, close proximity of the grid road, traffic pressures, and potentially a Traveller site will all significantly reduce both our sense of place and the pleasure of living here.

**The impact on Wavendon Village Identity and the Environment**

The rural countryside backdrop to the village is shared with a host of wildlife and vegetation species. The wellbeing of existing residents benefits hugely from daily fresh air and open country access, which has been particularly highlighted during the recent pandemic.

**Green Buffer** - covered by many Sections throughout the SPD, notably 2.12, 3.2, 3.3 and 4.2

The proposed Buffer for Wavendon as indicated on the SUE maps is totally inadequate to protect the village from noise, air and light pollution from both the development and the H10 extension.

* A much wider area of green buffering, matching that proposed for Woburn Sands and Bow Brickhill, should be provided across the Southern flank of Wavendon stretching from the West boundary with Walton across Church Farm (it is completely missing from the Church Farm plans just submitted), Phoebe lane, along the Northern edge of the SEMK area.
* Ideally this should be incorporated into a Northern SEMK Linear park extending Eastwards across Newport Road, providing a green link to the proposed Wavendon House Parkland.
* Wavendon Fields Apartments require Buffering along their Western and Southern boundaries. There is nothing provided for them at all in the Framework document.

**Village Identity**  - covered by multiple areas of the SPD, notably Sections 2, 3.2, 3.3, 3.4 and 4.2

Our wellbeing along with the character and identity of our rural country walks and views are at stake.

* The SPD should pay more respect for Wavendon’s character & identity by providing Buffering matching the character of our rural lanes in the form of sensitive design of woodland, parkland and meadow pathways all providing new natural walkways.
* The views both towards and from Greensands Ridge should be retained.

**Environment** – covered throughout Section 2 and in sections 3.1 and 4.2 through 4.4

We are all now aware of the impacts of climate change. The development and the proximity of a grid road will greatly add to both pollution and our carbon footprint. Our wildlife, which is a key part of our identity, will be displaced.

* More guarantees of mitigation are required for the inevitable increased pollution, along with the provision of new natural habitat for our displaced wildlife to maintain our eco system. A continuous woodland walkway from West to East will buy in to the ‘forest city’and provide meadow pathways for our pollinators.
* Guaranteed protection is required in respect of our hedgerows & the ancient Phoebe Lane natural corridor on the site edge.

**H10 Extension**

Sections 4.3.7 4.3.8

The extension of the H10 into the new development along the southern flank of Wavendon will subject the village and Wavendon Fields apartments to extensive additional noise and air/light pollution. It will also significantly erode the ‘sense of place’ for residents. The following measures should be applied in order to reduce the negative impact on the village.

* The H10 extension should be no more than a single carriageway feeder road with a maximum speed of 40mph.
* Road lighting should be carefully designed to reduce light pollution, for residents and wildlife.
* Substantial green buffers with areas of dense trees should be provided to protect the village, including Phoebe Lane and Wavendon Fields apartments. It is also suggested this is contiguous with buffering of the H10 through the Church Farm development.
* Great care must be taken for the landscaping of the grade crossing of Phoebe Lane (for example an underpass) to respect and retain the essential rural character of the lane and that part of the village.
* On no account should the road be continued over the Newport Road as this could potentially lead to it becoming an MK south bypass or an expressway linking up with the M1 or the A421. In addition, an extension onto land to the East of the Newport Road would prejudice the potential of that land for recreation and open space which is an objective set out in the MK50 futures plan for Milton Keynes.

**Gypsy and Traveller site**

Sections 4.4.6 and 5.2.5

The proposed site to the south of Wavendon recreation ground is not suitable for the following reasons.

The proposal fails to comply with many of the best practices for site selection set out by Government and in the council’s own G&T briefing note. For example:

* The site is on a considerable slope which becomes heavily waterlogged in Winter months.
* The site lacks ready access to facilities such as schools, shops and a health centre.
* The site will be surrounded by both SEMK and SLA residential areas, whereas G&T families often prefer to be sited on the edges of communities.
* The site is not close to locations allocated for business and light industry.
* The location is next to a point identified in section 2.4 as having excellent views to Wavendon Woods and the Greensand Ridge, and views north towards Wavendon Church are also noted. Sections 2.5 and 2.12 both suggest views to the Ridge should be retained and exploited but these will all be spoilt by any site located there. Being on the highest ground in the area it would also be clearly visible from across the whole of SEMK, again contrary to best practice.
* Section 5.2.5 requires site delivery during phase 1 of the residential development. This would involve extensive infrastructure costs at an early stage to extend H10 and build a grade crossing of Phoebe Lane. This needs to be funded by Developers who would be unlikely to be able to benefit in a timely manner from such significant expenditure.
* Access to the site once complete will involve the transit of heavy vehicles and caravans through a residential area, via H10 through both Church Farm and the narrow corridor between Wavendon Gate and Old Farm Park.

I consider there are strong arguments for either increasing the size of existing sites or looking at other alternatives. However, if a G&T site must be established within SEMK then the proposed location close to Bow Brickhill station provides a better option as it has:

* Good and immediate connectivity to the existing grid road network.
* Is close to business and light industry.
* Is on the edge of an area designated for housing.
* The terrain is flat, and the topography generally much more suitable.
* The site can be relatively easily screened

**Impact on traffic flows and the potential effect of closing Woburn Sands level crossing**

Section 3.1.6

Our already busy roads (Newport; Walton; Lower End and Cranfield) are at risk of becoming grid locked with further new developments in the area. Permanent or frequent closures of the railway crossing at Woburn Sands will only exacerbate the situation. Closure of the railway crossing will also have other devastating consequences, separating two communities which have historic links and ties as well as disrupting our access to vital medical, health, educational and shopping facilities at Woburn Sands.

To help reduce the impact of these threats to our community I request the following:

* Complete the outstanding 2nd phase of the Local Transport Strategy to assess the impact of the SEMK proposals on Newport Road, Walton Road, Lower End Road and Cranfield Road and take appropriate steps to mitigate against increased traffic flows.
* Implement the Low Traffic Neighbourhood (LTN) pilot scheme on Walton Road to calm and reduce the existing traffic and the expected traffic from the new developments prior to the approval of any SEMK development.
* Introduce an enforced speed limit of 30 mph on Newport Road, Lower End Road and Cranfield Road.
* Maintain the railway crossing and access to the vital amenities at Woburn Sands. If waiting times at the crossing lengthen, residents should have the choice of whether to accept this or whether to divert via the new crossing.