

Unitary Councillor Report

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

September 2017



I can confirm that the settlement boundary review which AECOM are undertaking for us is solely for the purposes of Plan:MK. It involves the redrawing and updating of the town and village built-up area boundaries to take account of any anomalies and development which has either taken place or been permitted since the Proposals Map was prepared for the 2005 Milton Keynes Local Plan. In some cases, parishes have already carried out this process through the preparation of their neighbourhood plans.

It is essentially a tidying-up exercise, but it is important because it differentiates between the built-up area (where new development is generally acceptable in principle) and the open countryside which is currently protected by Policy S10 in the Local Plan.

The settlement boundary review has no bearing on parish or ward administrative boundaries.

I hope that this clarifies the situation.

John Cheston - Development Plans Team Leader

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TOWN AND COUNTRY PLANNING ACT

1990 (AS AMENDED)

APPEAL BY Mr And Mrs Mayne - AGAINST REFUSAL FOR - Change of use of land to form a site for travelling showpeople comprising 4 plots for mixed residential and storage use with associated access and landscaping.

AT Land To The East of 6 To 28, Lower End Road, Wavendon, ,

APPEAL START DATE: 31st August 2017

The Secretary of State is conducting the above appeal. This will be a written appeal only so we will be largely reliant on our initial report which we can supplement where necessary.

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Enforcement Plan

MK Council Planning Services have now launched and publicised the Enforcement Plan. This document provides useful information to members of the public, Parish and Town Councils and applicants/agents over the Planning Enforcement scope, process, procedures and courses of action that could be followed. The Plan also sets out the Council's approach to Planning Enforcement and the criteria that will be used to assess and prioritise complaints to ensure that those of greatest significance are appropriately prioritised and investigated. A copy of the Enforcement Plan is available through the new Planning Hub at www.milton-keynes.gov.uk/planningenforcement.



MK Libraries

MK Libraries have launched a newsletter which aims to keep visitors informed on news and activities taking place at our nine libraries and the mobile library. The newsletter will be published every two months with the next one coming in October 2017. Please email the library promotions inbox library.promotions@milton-keynes.gov.uk if you would like to subscribe. Published newsletters can also be viewed on the Libraries webpage

<https://www.milton-keynes.gov.uk/libraries/library-news-and-events/mkl-news>



Development Control Customer Charter

The Development Management service has been undertaking a programme of improvements over the last 18 months to improve their processes, procedures and efficiencies.

A key area is to ensure that our Customers receive a high level of service at all times. The drafted Customer Charter set outs a pledge from the Development Management Service and contains the following topics:

- Our commitment to our customers
- Officer Code of Conduct
- Planning Performance Agreements/Pre-Application Enquiries
- Validation and Acknowledgement of Applications
- Protocol Process – Determining a Planning Application
- Complaints Procedure and Feedback
- Planning Enforcement

This Charter has been drafted as a high-level summary document which will be added to the recently launched Planning Hub so that all our customers can learn more about our Service. Both Katy Lycett and Helen Lowe, Development Managers for West and East Areas respectively are keen to receive feedback if customers are not receiving the high levels of service that we expect. Whilst there is a complaints procedure available they are both keen to try and resolve any queries or concerns in the first instance. Please be assured that we are committed to providing excellent customer service and achieving the targets as set out in this document. If for whatever reason, these cannot be achieved we pledge to keep customers updated regularly with further information to maintain good communication at all times and build positive working relationships.

It is worth highlighting that this Charter does vary slightly from the Council wide commitment to Customer Services. This document has been drafted specifically for the Development Management service so applies particularly to our colleagues.

We welcome feedback on the service that is received and this can include compliments – please contact either myself or Helen if you wish to share your/or your constituents' views. We are committed to continuously improving our service. This Charter is not a formally adopted Council document so can be amended if necessary should changes be required in the future.

The Customer Charter can be found on the website at the link below:

<https://www.milton-keynes.gov.uk/planning-and-building/premium-planning-service/meet-the-planning-service>

Oxford Cambridge Expressway



BBC News Report 16 August 2017

A government study has said a "brain belt" expressway between Oxford and Cambridge could boost the UK economy.

The Department for Transport has published the results of an investigation into linking existing roads between the two cities, via Bedford and Milton Keynes.

It said upgrading and addressing gaps in the network could improve journey times by up to 30 minutes.

But sustainable transport campaigners said the plan was "disappointing".

'Knowledge economy'

The study said the "knowledge economy" relied on workers with highly specific skills working in close proximity to each other, which is harder to achieve with poor transport links.

It also anticipated that congestion along the existing network could be "expected to intensify" by about 40% by 2035 leading to increased journey times.

But Bridget Fox, from the Campaign for Better Transport, said the plan did not cater to cyclists or bus users.

"Oxford and Cambridge have pioneered transport policies based on providing alternatives to car dependency," she said

"To build new road connections drawing more traffic into the area risks undermining their achievements."

The Oxford to Cambridge Expressway Strategic Study was launched last year and is one of six studies aimed at addressing challenges facing the UK's road network.

Transport Minister John Hayes said the planned £15bn road upgrades were aimed at "creating jobs and opportunities".

East West Rail Update

Artists Impression of the new Bletchley Station



The Western Section of East West Rail will see the introduction of three new passenger services, for direct services within the region and connections to national mainline services. These services are due to start operating in the early 2020s.

Three passenger services are proposed, as follows:

Bedford to Oxford (continuing to Reading)

Bedford – Ridgmont – Woburn Sands – Bletchley – Winslow – Bicester Village – Oxford Parkway – Oxford – Reading

1 train per hour in each direction

Approximate journey time: Bedford to Oxford 61 minutes

No change to the existing hourly stopping service on the Marston Vale line between Bedford and Bletchley is envisaged.

Milton Keynes to Oxford (continuing to Reading)

Milton Keynes – Bletchley – Winslow – Bicester Village – Oxford Parkway – Oxford – Reading

1 train per hour in each direction

Approximate journey time: Milton Keynes to Oxford 41 minutes

Milton Keynes to Aylesbury (continuing to London Marylebone)

Milton Keynes – Bletchley – Winslow – Aylesbury Vale Parkway – Aylesbury – Princes Risborough – High Wycombe – London Marylebone

1 train per hour in each direction

Approximate journey time: Milton Keynes to Aylesbury 33 minutes

Additional Trains

East West Rail will become part of the national strategic infrastructure that may ultimately be used by long-distance cross-country passenger and freight trains.

Actual service patterns are to be confirmed and will be announced by the Department for Transport at a later stage

Mark Shaw, chairman of the Consortium's Joint Delivery Board for the Western Section of East West Rail, met with Secretary of State for Transport, Chris Grayling, in London on July 17.

Mark said: "We discussed how important East West Rail is in terms of unlocking the region's economic potential and supporting significant housing growth. It was a very constructive meeting – I was delighted the Secretary of State once again confirmed the Government's commitment to delivering East West Rail."

Mark added that he is encouraging as many people as possible to take part in the consultation currently being held by Network Rail on the Western Section Phase Two, between Bicester and Bedford and Princes Risborough and Milton Keynes.

Old Oak Common plan 'strengthens strategic importance of East West Rail'

England's Economic Heartland Strategic Alliance – a partner of the East West Rail Consortium – has welcomed the publication of Network Rail's West Midlands and Chilterns Route Study, which recommends connecting the Chiltern mainline to Old Oak Common.

The study sets out how demand on the Chiltern line has increased in the last decade, and will grow further with major housing development in Aylesbury, Bicester and Princes Risborough. However, the Chiltern Line's London terminus at Marylebone is approaching its maximum capacity.

The study therefore recommends connecting the Chiltern mainline to Old Oak Common, which when it opens in 2026 will be one of London's major transport hubs and an interchange for the Heathrow Express, Crossrail, HS2 and the Great Western mainline.

This would result in up to four additional trains per hour into London while offering passengers greater choice when travelling into the capital.

The study was produced in partnership with England's Economic Heartland, which brings together nine local authorities and four Local Enterprise Partnerships that sit at the heart of the corridor of growth from Cambridge through Milton Keynes and Northampton to Oxford.

For many years the Alliance partners have promoted East West Rail as a critical piece of strategic infrastructure to enable economic growth. Connecting the Chiltern mainline to Old Oak Common further strengthens the strategic importance of the scheme, which will enable north-south services from Milton Keynes to Aylesbury and onto London via Princes Risborough.

Councillor Heather Smith, chairman of the Alliance's Strategic Transport Forum, said:

"We really welcome the partnership between the Alliance and Network Rail in the production of this important study. It sets out a blueprint for rail improvements over the next few decades which would significantly increase economic opportunities in the region.

"We have long identified the opportunities that East West Rail brings to improve north-south connectivity and in particular the opportunity to provide strategic linkages to the development opportunities at Old Oak Common and Park Royal, so we're delighted that this features so prominently in the study.

"We look forward to working with Network Rail and the Department for Transport to develop proposals that will see this opportunity realised – and also to working with the London Mayor who has likewise identified the need for investment in strategic linkages as part of his draft Transport Strategy."

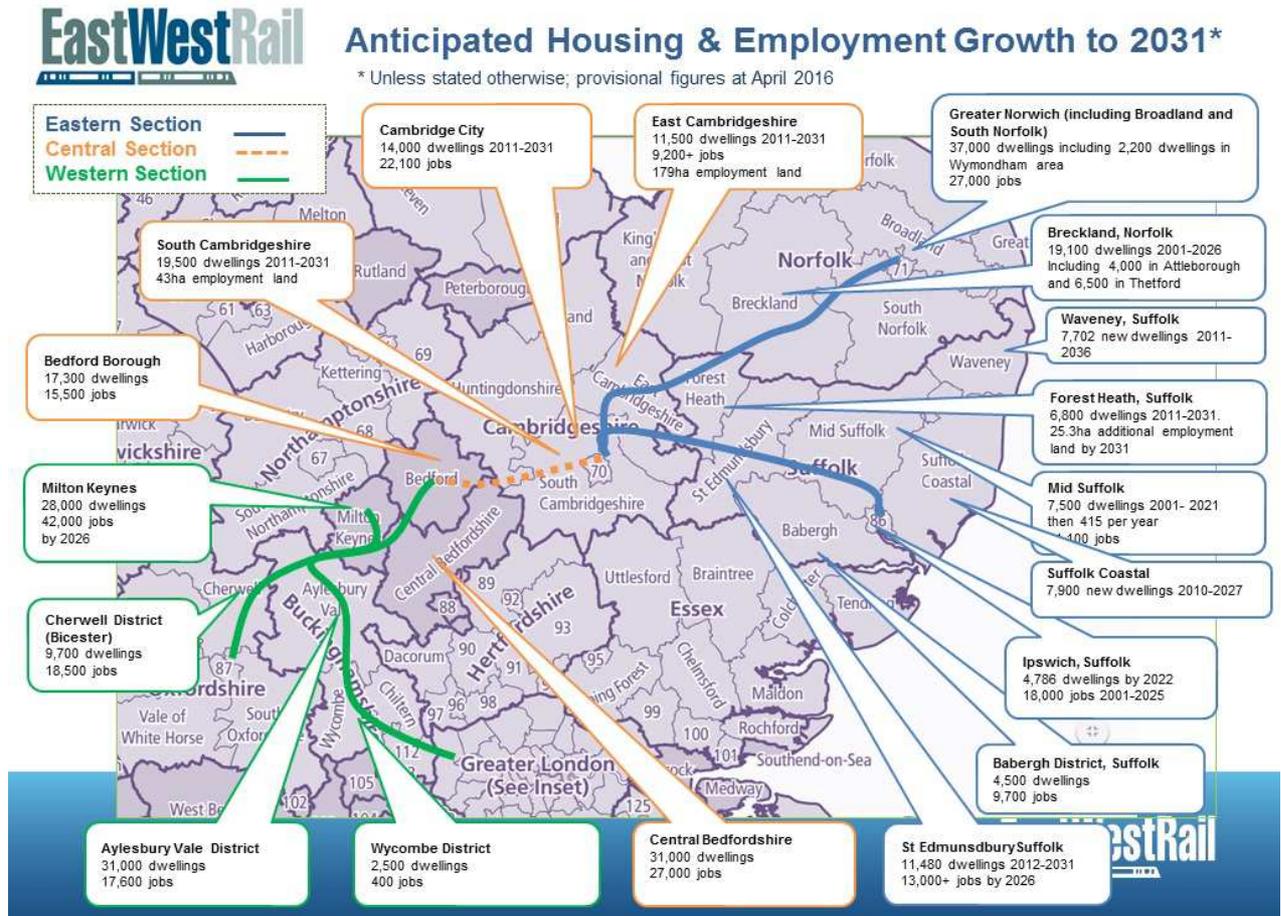
Network Rail's study also recommends that by 2024 Marylebone Station should be upgraded, with 1,000 extra train seats per hour coming into the terminus during peak times, alongside longer platforms at key stations.

And looking towards 2043, it wants the route between Aylesbury and Princes Risborough to be double tracked for greater capacity and speed.

The East West Rail Consortium is working closely with the Department for Transport and Network Rail to enable the next stage of the scheme to start on site as soon as possible.

The National Infrastructure Commission also highlighted the scheme's strategic importance in its report published in November – and said with the right infrastructure, the Heartland area could become Britain's answer to Silicon Valley.

For more information on England's Economic Heartland, log onto <http://www.englandseconomicheartland.com/Pages/home.aspx>



Boosting the Economy

East West Rail will open up the huge potential of the Cambridge – Milton Keynes – Oxford ‘corridor’.

- East West Rail will support more than 100,000 new jobs in the region.
- It will boost the economy by more than £135m per year, with the Treasury benefitting from £62m in additional taxes.

Supporting growth

The region is one of the fastest growing in the UK, with tens of thousands of new homes due to be constructed over the next decade. East West Rail will be a key piece of infrastructure to support that growth and enable the region to flourish.

National Infrastructure Commission report

A report by the National Infrastructure Commission released in 2016 called on East West Rail to be built as soon as possible in order to secure the area’s future success.

National Infrastructure Commission Deputy Chair, Sir John Armitt, said:

“The corridor connecting Cambridge, Milton Keynes and Oxford could be Britain’s Silicon Valley – a globally recognised centre for science, technology and innovation.

“This is a once in a generation opportunity – we must grab it with both hands.”

What the business community says:

Nigel Tipple, Chief Executive, Oxfordshire Local Enterprise Partnership: “Ensuring that Oxfordshire benefits from an infrastructure that is fit for purpose, not holding back economic growth – whilst also being sensitive to the environment – is a key priority of OxLEP. The Oxford, Milton Keynes and Cambridge corridor has been cited by the National Infrastructure Commission as a potential ‘Silicon Valley’ for the UK, with the opportunity to become a world-renowned centre for science, technology and innovation – therefore, providing a modern rail infrastructure between the three locations will support this ambition right across the region.”

Dr Philip H Smith MBE, Chairman, Milton Keynes Business Leaders Partnership: “MK Business Leaders Partnership have kept abreast of the evolution of the East West Rail Link and have attended a number of seminars on the subject. We are fully supportive of this necessary rail link to improve both the prosperity of businesses and the community along its route in connecting the vital cities of Oxford, Milton Keynes and Cambridge. We are also mindful of the development of the Oxford/Cambridge corridor which together with the rail link will revolutionise business opportunity. We continue to fully support both initiatives.”

David Hopkins / Victoria Hopkins / Alice Jenkins