

South East Milton Keynes Development Consultation
Prepared and Circulated by Wavendon Parish Council

YOUR CHANCE TO COMMENT TO MILTON KEYNES COUNCIL

Please write / email Milton Keynes Council
with your comments by **19 April**



Plan showing Wavendon Parish and Village in relation to the development area

In terms of the consultation, Milton Keynes Council are managing this Consultation for 10 weeks, Monday to Monday. The Consultation started on 8 February 2021 and will finish at 5pm on 19 April 2021

RESPONSES TO THE CONSULTATION SHOULD BE SENT BY EMAIL TO

SEMK@milton-keynes.gov.uk

SUBMITTING YOUR COMMENTS

The preferred method for submitting comments is on a **CONSULTATION RESPONSE FORM** which can be downloaded at the links provided at

<https://www.milton-keynes.gov.uk/planning-and-building/planning-policy/south-east-milton-keynes-strategic-urban-extension>

PLEASE RETURN YOUR COMPLETED FORM TO MK COUNCIL VIA:

Civic Offices, 1 Saxon Gate East, Central Milton Keynes, MK9 3EJ

EMAIL:

SEMK@milton-keynes.gov.uk

OR POST:

Milton Keynes Council,
Development Plans,
Civic,
1 Saxon Gate East,
Central Milton Keynes,
MK9 3EJ

If you need further information or assistance regarding the consultation or if you would like to express interest participating in a virtual workshop about the SPD please contact us via email at: **SEMK@milton-keynes.gov.uk**

Officers will provide two online **QUESTIONS & ANSWERS SESSIONS** during consultation on the draft SPD.

Those will be held at the following dates:

4 March 2021 - 6:00- 7:00pm

11 March 2021 - 1:00-2:00pm

In order to participate in any of the above sessions please register your interest by e-mailing SEMK@milton-keynes.gov.uk

You will be requested to submit your questions prior the event. Individual details on how to join the session will be provided to you prior the event taking place.

Introduction *from Wavendon Parish Council*

The local Plan, PlanMK, (a requirement of central government) was adopted by Milton Keynes Council in March 2019. Under this Plan an area of approximately 198 hectares between Wavendon, Woburn Sands and Bow Brickhill was identified for development under the generic title of an Urban Expansion of Milton Keynes: South East Milton Keynes (SEMK).

Policy SD11 of Plan:MK indicated that SEMK should accommodate approximately 3000 dwellings and specified, amongst other matters, that the development "should incorporate buffer areas ... within the site to prevent coalescence with Wavendon, Woburn Sands and Bow Brickhill, and respect and reinforce the distinct character of Wavendon, Woburn Sands and Bow Brickhill". Approximately half of SEMK lies within the parish of Woburn Sands; the remaining area lies in the parishes of Bow Brickhill and Wavendon.

Milton Keynes Council (MKC) is required to produce a Development Framework for SEMK which will become a Supplementary Planning Document (SPD) when adopted. This document will govern the development of the area and will have to be adhered to by developers of the site. Over the last few months MKC officers have held informal discussions with interested parties (including the Woburn Sands Town, Wavendon Parish Council, Bow Brickhill Parish Council and Walton Community Council) and have now produced for formal consultation a Draft Development Framework. This is a detailed document running to about 70 pages and can be found at <https://www.milton-keynes.gov.uk/planning-and-building/planning-policy/south-east-milton-keynes-strategic-urban-extension>. **The consultation period is open for comments until 19 April 2021.**

In this Newsletter you will find a summary of the proposals in the draft Development Framework and a note of the key points which the Parish Council proposes to make in its response to Milton Keynes Council. However, it is important that (should you so wish) that you also respond in your own right highlighting the issues and observations of greatest concern.

If circumstances during the pandemic allow The Parish Council will be putting on a display of the proposals in the Community Centre on Walton Road in early April. The display will be open to all. If you wish to attend you may have to book a 20 minute slot in advance by contacting the Clerk (**01509 844241**) in order to comply with COVID regulations. Walk-in visitors will not be possible.

The SEMK development is of vital importance to the future of Wavendon; we must not allow the vibrancy and community spirit of Wavendon (and the adjacent parishes of Woburn Sands and Bow Brickhill) to be destroyed by SEMK; we must find a way of working in harmony with SEMK to the benefit of both Milton Keynes and Wavendon.

WAVENDON PARISH COUNCIL

IT IS ESSENTIAL THAT INDIVIDUAL RESIDENTS MAKE THEIR VIEWS CLEAR.

**YOU CAN DO SO BY SUBMITTING YOUR COMMENTS TO MK COUNCIL
AND BY COPYING THE COMMENTS TO WAVENDON PARISH COUNCIL**

Proposals in Draft Framework Document

The following paragraphs set out the key points in the draft Framework Document. The paragraph numbers are those in the Milton Keynes Council SPD. Comments from Wavendon Council where appropriate are shown in shaded boxes.

- *In the Introductory Section it is made clear that, when additional fast trains are running along the east-west railway, it is possible that the railway crossing will be closed for long periods of time, or even closed, which would have a “significant impact on the ability of people to enter and exit Wavendon and Woburn Sands”.*

The document makes no suggestions on what alternatives might be possible. (Para 1.7.7)

- *The proposed Vision for SEMK specifies that “It will feel like an extension to Milton Keynes particularly north of the railway line and will therefore be distinct from the adjacent settlements of, Wavendon, Woburn Sands and Bow Brickhill”. (Para 3.2)*

WAVENDON PARISH COUNCIL (WPC) COMMENT:

It’s important that there is a significant buffer between the new development and Wavendon village to ensure the retention of Wavendon’s unique identity.

- *The existence of the various community facilities in Wavendon & Woburn Sands is acknowledged and developers are required to ensure that the new facilities in SEMK should complement rather than compete with these. (Para 2.12.1)*

WAVENDON PARISH COUNCIL (WPC) COMMENT:

Wavendon has a variety of facilities serving the wider area, including a nursery, community centre and a planned community hub (The Pavilion) and any new facilities in SEMK should complement rather than compete with these.

- *The strategic transport routes into the site should be future proofed to connect into possible future extension (particularly in the North East of the site) but the impact of SEMK on adjoining transport routes, most notably Bow Brickhill Road and Newport Road, should be minimised. (Paras 3.1.4 and 3.1.6)*
- *There should be a by-pass around Bow Brickhill. (Figure 3.1)*
- *There should be a mix of residential densities to provide for diversity and varying character across the site with lower densities towards the edges of existing development to complement the character of the neighbouring areas. (Para 3.1.7)*

Concept Plan

INDICATIVE CONCEPT PLAN

- Strategic Movement Network (mode to be determined, subject to EWR transport study)
- Grid Road & Corridor Extension
- Future proofed on site H10 Extension & Potential future extension of H10 corridor
- Proposed Mass Rapid Transit (MRT)
- Primary Residential Street - including Redway (Indicative)
- Traffic calming Sq / Green (PT priority)
- Redway
- Residential
- Transit Interchange Hub - Potentially Relocated Train Station
- Local Centre (Community Hub)
- Local Centre / Shop (Transit Hub)
- MRT Stop (including 400m catchment)
- Bus Stop (including 400m catchment)
- Multi Functional Landscape Buffer
- Linear Open Space Network
- Optional Location of Playing Fields
- Existing off-site Location of Playing Fields
- Link to wider Open Space Network
- Indicative Strategic SUDS Ponds Locations
- Indicative Location of Secondary School
- Indicative Location of Primary School
- Potential Neighbourhood Play Area
- Potential Bridge Over EWR
- Pedestrian/Cycle Connection
- Indicative Vehicular Access Points
- Potential Highway intervention limiting wider through movement
- G&T Site (possible locations)
- SUE Boundary



Figure 3.1

WAVENDON PARISH COUNCIL (WPC) COMMENT:

WPC would like to see lower housing densities towards the northern end of the site to complement the lower densities of Wavendon village.

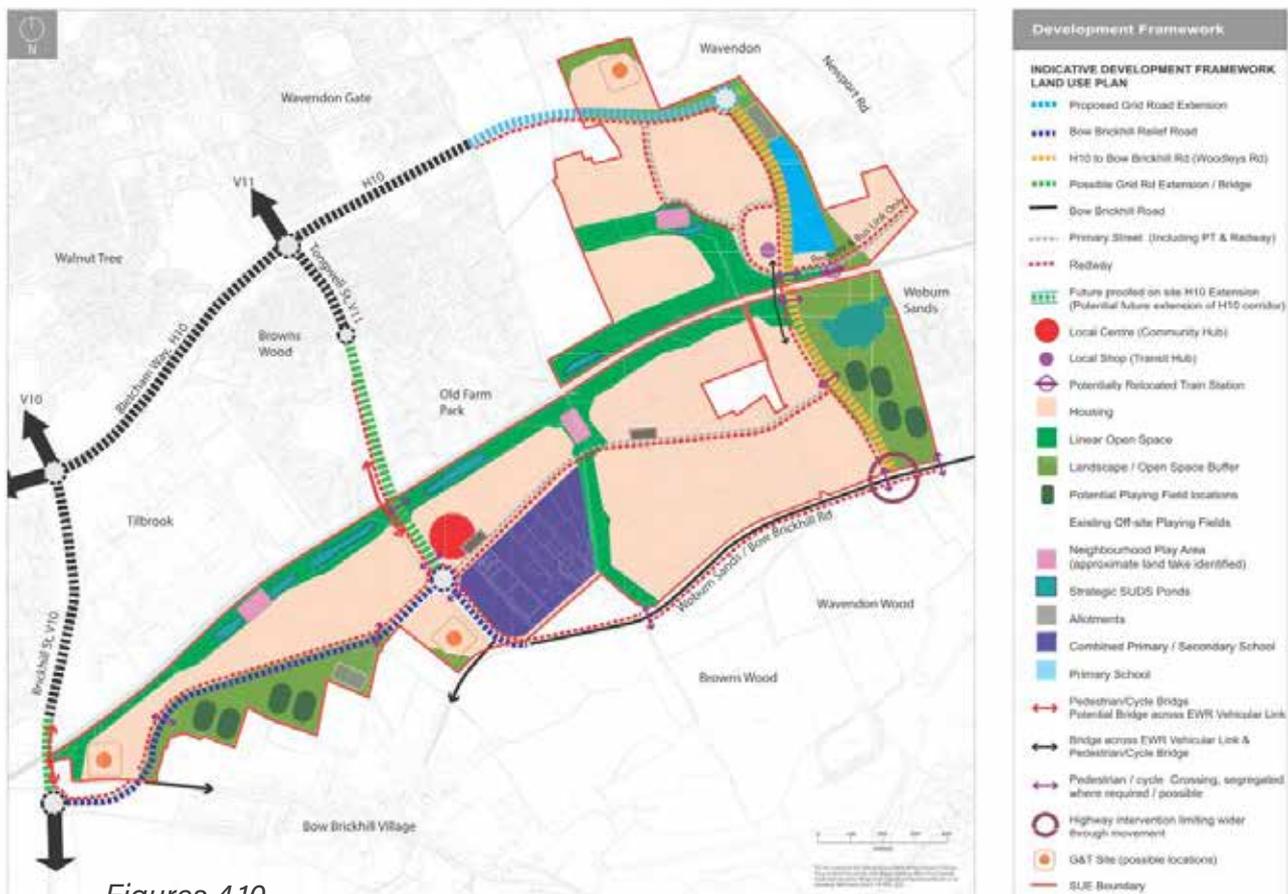
- *A linear park along both sides of the railway, and multi-functional landscape buffers to, Wavendon, Woburn Sands and Bow Brickhill, should be provided. (Para 3.4). Milton Keynes Council has declared a preference that these parks should be managed by the Parks Trust. Para 4.2.19)*

WAVENDON PARISH COUNCIL (WPC) COMMENT:

See below

The draft framework document includes the possibility of moving the Woburn Sands station. This would facilitate the creation of a multi-modal transport hub linked to the possible development of a MK Mass Transit System. (Para 3.4)

- *In view of the uncertainty over the future of East-West Rail and the impact that this would have on the strategic transport network, the draft Framework does not specify a wider strategic road access network but proposes three possible alternatives. (Details in Figures 4.2 – 4.4)*



- The primary vehicle access to SEMK is envisaged from the H10 and a new roundabout which would be formed at the west end of the proposed Bow Brickhill by-pass. All three options provide for an access on to the Newport Road in order to safeguard a potential long-term access into any further development between Newport Road and the M1.

WAVENDON PARISH COUNCIL (WPC) COMMENT:

The figure 3.1 shows an indicative direction for a proposed extension of the H10. You may well feel this has the possibility of being little more than the Expressway by stealth! There are alternative options for land in Central Beds (Aspley Guise triangle) to connect directly onto the recently duelled A421. See more detail below.

- Two of the options provide for a restricted left turn on to the Bow Brickhill Road into Woburn Sands; the third option, which suggests the relocation of the railway station and closure of the crossing, would require a major left turn on the Bow Brickhill Road into Woburn Sands since this would effectively be the only access into Woburn Sands.
- Three possible Gypsy and Traveller sites are suggested – one at the North corner abutting the Recreation Ground in Wavendon, one at the South West corner adjacent to the Bow Brickhill railway crossing, and the third on the South boundary of the site alongside the Bow Brickhill by-pass. (Figure 4.10)

WAVENDON PARISH COUNCIL (WPC) COMMENT:

See below

- The development should include a community hub (para 4.4.9), a secondary school (para 4.4.14), two primary schools (para 4.4.15) and two local centres (para 4.4.17). Possible locations for all of these are shown on Figure 4.10 of the draft Milton Keynes Council Supplementary Planning Documents (SPD). See Figures 3.1 and 4.10, key illustrations of proposals.

Key Points that maybe incorporated in the Wavendon Parish Council Response

- 1.** The Development Framework should not be finalised until more is known about the future of the railway, the crossings at Woburn Sands and Bow Brickhill, and the location of the Woburn Sands station. Such matters should only be agreed after discussions between EWRC (East West Rail Company), Milton Keynes Council, Wavendon Parish Council, Walton Community Council, Woburn Sands Town Council and Bow Brickhill Parish Council). **It is essential that such discussions should not be led by developers.**
- 2.** The Gypsy and Traveller site should not be allocated adjacent to Wavendon Recreation Ground in a proposed buffer area. **For the following reasons:**

a. *This is a heavily used sports ground and considered to be an area of enormous public amenity value which is heavily used and much valued by local communities.*

b. *The Recreation Ground is well located to community facilities and as such is totally unsuitable for any form of neighbouring use as this would result in a deficiency in recreational open space and a loss of valuable green buffer space.*

c. *The site is close to a children's day nursery and other leisure facilities used by young adults and children.*

d. *Government guidance states that future Gypsy and Traveller sites should be situated in locations that are acceptable in sustainability terms, are deliverable and appeal to both the settled community and Gypsies and Travellers (and there is no evidence to suggest the G&T Community has been consulted). Indeed, national research has found that the majority of Gypsies and Travellers would prefer to live in rural areas.*

e. *The proposed Wavendon site is on, or near to, a strategic gas pipeline which runs close to the southern boundary of the playing fields; a G & T site would be inappropriate in this location.*

f. *The site is on a sloping area and overlooking the valley to the south.*

g. *Policy HN11 (Gypsies and Travellers) which identifies the principles that inform the location of G&T sites including:*

- *the need for the site to be accessible to shops, schools, health and other local services and community facilities;*

- *the Wavendon site is remote from these services.*

- *the site must be well related to the primary movement network and have adequate road access.*

WAVENDON PARISH COUNCIL (WPC) COMMENT:

The Wavendon site would be removed from the primary road network, and require the construction of a major access into an accepted buffer zone.

- *the site is compatible with neighbouring land uses, and minimises impact on adjacent uses, built form and landscape character;*

WAVENDON PARISH COUNCIL (WPC) COMMENT:

The proposed site next to Wavendon playing fields will conflict with the neighbouring land use and prejudice the open nature of the buffer area to the south of the village.

- ***there is space within the site for the provision of essential facilities including parking, and landscaping;***

WAVENDON PARISH COUNCIL (WPC) COMMENT:

the proposed Wavendon site would take a significant area of the required buffer zone in order to meet this criteria.

WAVENDON PARISH COUNCIL (WPC) COMMENT:

The minimum site area will be 1.15 ha - that will be almost 2 football pitches or almost the size of the current recreation ground. That is a significant area in what is supposedly a very thin buffer, and in a location which is recognised as having sensitivity and an outstanding vista. WPC is anxious to ensure that residents understand how large this facility could be and its possible impacts on the natural attributes of the current location.

- h. National guidance also states that new sites should be well screened or capable of being screened through landscaping and bunding. Long or short distance views into sites from public vantage points should be avoided and the layout of the land in this proposed location (dropping away to the south) does not end itself to that criteria.***

WAVENDON PARISH COUNCIL (WPC) COMMENT:

Para 2.5.5 of the Framework emphasises the key importance of keeping the buffer area to the south of Wavendon, open and undeveloped:

“For instance, the open space strategy can incorporate key views towards Wavendon and Browns Wood and help encourage informal recreation.”

The proposed site for the G&T site next to Wavendon village is situated in the desired buffer between the village and the main development to the south. Not only will this prejudice the function of the buffer, it will also conflict with the value of this land as the high point, and viewpoints looking both south to the heights of the Greensands Ridge and north into the church end part of the village with views of the Church. (Para 2.12.1 of the Framework).

The area to the south of Wavendon playing fields is identified in the draft Framework as

a “Sensitive Edge” (Para 2.12.). It would therefore be inappropriate to site a G&T facility there.

Furthermore, the G&T option site to the west of Woburn Sands was removed by MKC because it was considered inappropriate in a buffer area. The WPC questions why the Wavendon buffer is not also unsuitable for a G&T site, for the same reasons.

i. The G&T site option west of Woburn Sands, and included in the proposed buffer area for that location, was removed from the list of options because it was ‘located too close to proposed leisure (Recreation/sports) facilities and was unlikely to command community support’. This site option is located adjacent to an existing Recreation Ground and it is clear from initial community feedback that this also does not meet this applied criteria and therefore should be rejected for those self-same reasons.

3. Strategic Transport Plan

The development proposals must be underpinned by a Strategic Transport Plan. Milton Keynes Council freely admit they have no evidence base upon which to assess current (pre pandemic) and predict future traffic movements.

Key elements as far as Wavendon is concerned - a railway crossing must be maintained and there should be little or no access from SEMK on to the Newport Road either in the Wavendon or Woburn Sands sections. Impacts of future traffic levels on Walton Road, Lower End Road and Cranfield Road need to be assessed before the Framework is approved and actions taken to mitigate against any further increases in the volume of traffic on these roads which have already experienced significant rises in the volume of traffic in recent years, sometimes described at rat running to avoid grid road congestion. Newport Road should be a fixed boundary of MK and any development between Newport Road and the M1 (in, for example, the Aspley Guise triangle in Central Bedfordshire) should be accessed from the A421.

WAVENDON PARISH COUNCIL (WPC) COMMENT:

Any extension of the H10 should only serve the new development area, and not connect with Newport Road and beyond. The Newport Road was downgraded from an ‘A’ Road - formally the A 5130 - status.

The current traffic on Newport Road is already significant, and in the absence of a strategic traffic study to assess the overall implications of a further major grid road extension it would be negligent to consider further grid road extensions joining with Newport Rd. In addition, another major road in the vicinity of the village will have major implications for noise and disturbance, particularly if any sections are elevated. Furthermore, there is no opportunity for a major road route beyond Newport Road to

the east without substantial land take and demolition of existing properties, and the possible prejudice of the Wavendon Country Park proposal (see below). An indicative arrow showing potential directions of travel of the H10 across Newport Road and beyond should be removed as it threatens a registered existing ancient monument, imposes planning blight on existing properties and is unclear what impact it has on current and forthcoming housing planning applications in the area indicated. This is a SEMK SPD and its terms of reference do not extend to areas beyond those indicated by the red border line on all associated location map's and plans. Walton Road, already under stress from rat running and construction traffic would in particular be placed under further pressure if important remedial measures (low traffic neighbourhood scheme for example) were not in place well in advance of the SPD being agreed.

4. Historic Context

Wavendon Parish Council supports the policy of protecting existing settlements, and it is important to retain the separate, unique identity of the parts of the old village (including those areas surrounding the defined SEMK area) from the new development. Wavendon has its origins in the 10th century. The village name is an Old English language word, and means 'Wafa's hill'. In the Anglo-Saxon Chronicle in 969 the village was recorded as Wafandun and is mentioned in the Domesday book as Wauendene. It is essential that the character and boundaries of the existing communities be clearly definable and retained.

5. Buffer Areas

Wavendon Parish Council welcomes the inclusion of buffer zones and suggests that these should be planted as community woodland assets, accessible to the public. Whilst not in the defined SEMK area, Wavendon Parish Council suggest the creation of a buffer zone to the east of Newport Road via the creation of a Wavendon Country Park between Newport Road and Cranfield Road. This should be under the management of the Parks Trust. Wavendon Parish Council would encourage leisure facilities in the buffers - facilities could include picnic tables, jogging track/fitness trail, wildlife areas etc.

Wavendon Parish Council is aware that the area does already have a serious shortfall in playing field/3g ATP provision. Useable space on the SLA playing fields have been cut, whilst additional developments in Wavendon continue to be approved increasing the levels of demand. In short, WPC feels that this probably is the last opportunity to address historic shortfalls whilst simultaneously providing facilities for SEMK.



View towards Newport Road



View towards Wavendon Wood



Wavendon playing fields

WAVENDON PARISH COUNCIL (WPC) COMMENT:

WPC would suggest that the opportunity be taken to extend Wavendon Recreation Ground across its southern boundary, enhancing the buffer area whilst sharing that recreation land gain for both the new and the existing communities. WPC feel that this would offer several advantages, for example;

- a. Reinforce and enlarge the buffer zone around the existing community of Church End, Wavendon (the consultation document supplied by MKC claims it wants to protect the character and distinctiveness of existing settlements).*
- b. It would help protect an outstanding vista across to the Wavendon, Brickhill and Woburn Woods.*
- c. It could provide parking/vehicle access to Wavendon Recreation Ground from the south, avoiding the village altogether.*
- d. As it sits on high ground, it naturally delivers a free draining site.*

WPC feels that it makes so much sense to add and improve existing playing facilities in so many ways (maintenance, ground improvements etc). WPC is aware that the FA are already investing in the existing Wavendon recreation ground through the ten year Enhanced Grass Pitch Maintenance Fund and the local Woburn & Wavendon Lions football club has already proven how focused it is in developing and enhancing sports facilities for the benefit of the community at large.

WPC also recommends a **Save It / Love It / Use it or Lose it** approach to the Wavendon Woods as part of the Greensands Ridge supporting an ultimate status of ANOB and a Protect the Setting approach to developments.

WAVENDON PARISH COUNCIL (WPC) COMMENT:

WPC supports the provision of a multi-function landscape buffer with Wavendon village, and that the area be managed by the Parks Trust. However, WPC prefers the buffer be of a significant scale (at least 100m wide at its narrowest) to enable effective separation of old and new developments, and to take advantage of the viewpoint/vista looking south which is identified in the draft Framework. There is scope for this buffer to be incorporated into a linear park linking the Caldecotte Brook to the west of the Framework development site with a new "Wavendon Country Park " formed from the former Wavendon golf course to the east of the site. This could form part of an extensive public linear park network with leisure facilities and cycling, walking and horse riding trails stretching from Caldecotte Lake (and beyond) in the west, over the M1 motorway to Marston Vale and beyond. As the Covid 19 pandemic has shown us all, the importance of access to open space is a major component in any new development scheme.

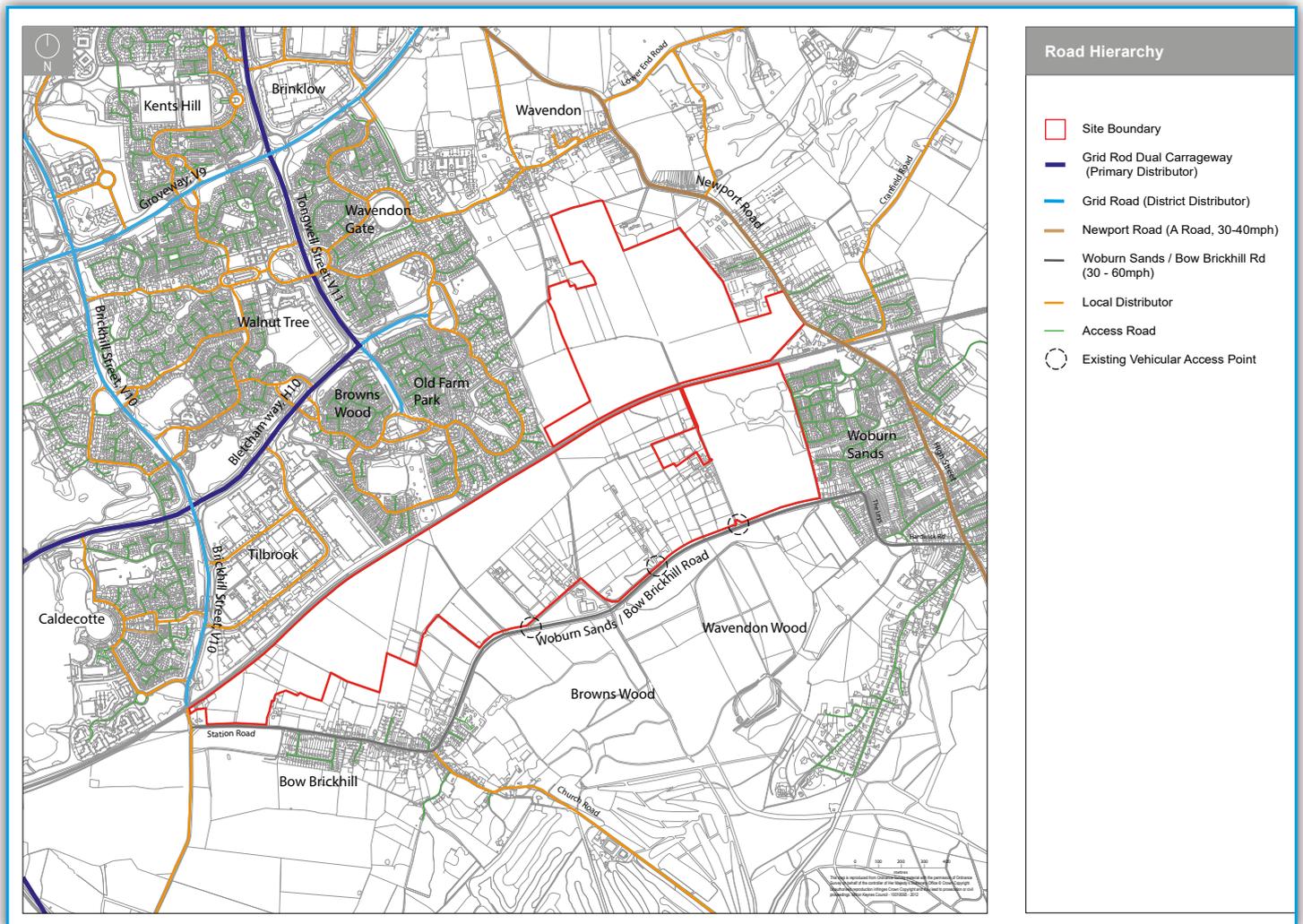


Figure 2.8
Existing Road Hierarchy

6. Woburn Sands Railway Station

Wavendon Parish Council cannot see the rationale for relocating Woburn Sands Railway Station. There is more information below regarding East West Rail (page 20) and the Parish Council is awaiting East West Rail proposals and the forthcoming (separate) consultation from Network Rail. However, Wavendon Parish Council would support the concept of a transport hub to relieve traffic levels on the country roads including Walton Road, Lower End Road and Cranfield Road.

WAVENDON PARISH COUNCIL (WPC) COMMENT:

The Parish Council policy is to resist the closure of the railway crossing on Newport Rd. The effect of the closure of the crossing (in effect a closure of Newport Rd) will have a significant knock-on impact on the Parish in terms of possible increases in rat running traffic. Walton Road and the H9 will be the only routes to Woburn Sands High Street.

7. Internal connectivity issues

WAVENDON PARISH COUNCIL (WPC) COMMENT:

WPC wishes to see the public rights of way across the development site retained and enhanced wherever possible. In addition, there should be a network of Redways, footpaths and bridleways throughout the site, connecting not only the different parts of the development site, but also the major settlements on the fringes of the site.

In particular, the WPC would wish to see good walking and cycling connectivity between Wavendon village (Church End), the wider Parish and Woburn Sands to access important services. At present the Redway between Wavendon and Woburn Sands along Newport Road is wholly inadequate and dangerous in parts.

The WPC would also wish to see enhanced east west connectivity via walking and cycling routes through a new linear park extension to the south of Wavendon village. The WPC sees the supplementary planning document as an opportunity to boost the role of cycling and walking in our daily lives for the benefit of health and wellbeing, as well as the environment, and reducing the dominance of the car. The WPC would like to see this shift in emphasis reflected in the detailed planning of the site.

8. Density comments

WPC would like to see lower housing densities towards the northern and eastern edges of the development area to complement the lower densities of Wavendon village.

9. Environmental comments

Wavendon Parish has suffered a significant deterioration in its environmental conditions over the last 20 years as a result of encroaching development. This has included a significant increase in traffic on Walton Road, Newport Road, Lower End Road and Cranfield Road. Air pollution arising from this and ongoing construction work, together with associated noise pollution from the development sites and the network of major roads surrounding the area, including the M1, A421 and even the elevated sections of the A5 to the west all contribute. This factor is completely underplayed in the draft document, and MKC should take full account of this in considering any extension of the H10, and should reject any proposals to extend the H10 over Newport Rd eastwards to the A421. Indeed, the Leader of the Council and the former Cabinet member for Strategic Planning (Cllr Liz Gifford) opposed the bringing forward of the SEMK site until the existing SLA sites had been completed.

10. Broadband and associated ICT issues

Access to broadband is a vital component of infrastructure in today's world. It is key to growing a sustainable local economy, vital for education, aspects of healthcare, care of the elderly and infirmed and home working and an increasingly central part of community cohesion and resilience. WPC expects Milton Keynes Council will ensure that all new developments will have access to high speed, future proofed broadband infrastructures and that this connectivity be extended to the existing areas of the Parish.

11. Local facilities

WPC wishes to emphasise that existing facilities in Wavendon and the broader neighbouring communities, should not be prejudiced by competition from new facilities in the development area. Furthermore, there should be an emphasis on supporting and enhancing the existing shops and facilities in our major local centre, Woburn Sands; this is a prime opportunity to create an even more vibrant and thriving shopping High Street in Woburn Sands by limiting any competing services in the development area.

12. Built Environment and Sustainability Issues

WPC considers the (SPD) Framework to be an opportunity to progress the Government's ambitions for improving the quality of design in the built environment (The recently published "National Model Design Code") and sustainability in construction. These ambitions should be reflected in the consideration given by MKC of detailed planning applications as they come forward. It will also help to progress MKC's own objectives in respect of climate change in a substantial way.

One particular aspect of housing design and construction which would have a major impact on

sustainability goals is the form of heating; WPC would wish to see encouragement by MKC of designs which involve very high standards of insulation and where possible alternative forms of heating other than those based on fossil fuels.

WAVENDON PARISH COUNCIL (WPC) COMMENT:

WPC is eager to emphasise the Climate Change issues that need to be evaluated and addressed in preparing the SPD, in particular awareness of flooding and drainage, the impacts of heat stress (and the need to build in shade through tree planting etc) and addressing air pollution (in particular avoiding the clamour to construct an Expressway by stealth from J13 of the M1 running through the site).



Figures 4.9 Indicative Character Typologies



The Context for the SEMK Development Area

(Supplied by MK Council *officer report 26th January 2021)



Executive Summary

The Plan:MK South East Milton Keynes Strategic Urban Extension (SEMK) allocation is located to the south of Milton Keynes on land adjacent to Wavendon, Walton, Woburn Sands and Bow Brickhill, straddling the East West Rail railway line. It is allocated in Plan:MK for around 3,000 homes, associated uses, a secondary school, two primary schools, Gypsy and Travellers site and other supporting social and green infrastructure.

The granting of planning permission for housing and other uses within the allocation is contingent on the preparation and adoption of a comprehensive development framework supplementary planning document. This is required to guide the design and development of the allocation in line with Plan:MK policies. A draft SEMK Development Framework Supplementary Planning Document (SEMK SPD) has been prepared for statutory consultation.

In 2018 the Council commenced the preparation of the SEMK SPD in line with the strategic allocation in Plan:MK (Policy SD11). Plan:MK Policy SD10 requires Development Framework Supplementary Planning Documents for strategic sites to be adopted before any planning permissions can be granted. Once adopted, the SEMK SPD will be a material consideration in the determination of planning applications submitted to the Council in relation to the SEMK allocation.

Why are MK Council consulting whilst the Pandemic is underway?

Key measures which were taken by the Government to allow progression of planning matters include:

The Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020 were made on Thursday 2 April 2020 and provide the power for local authorities to hold virtual meetings. These regulations apply to all local authority meetings up to 7 May 2021.

The Town and Country Planning (Development Management Procedure, Listed Buildings and Environmental Impact Assessment) (England) (Coronavirus) (Amendment) Regulations 2020 ("the Regulations") 2020 were issued and came into force on 14 May 2020 and the Town and Country Planning (Local Planning, Development Management, Listed Buildings etc) (England) Regulations 2020 came into force on 24 December, on a temporary basis to supplement the existing statutory publicity arrangements for planning applications, listed building consent applications and environmental statements for Environmental Impact Assessment development in response to the coronavirus. The Regulations will expire on 30 June 2021.

Additional planning guidance was issued on reviewing and updating Statements of Community Involvement (SCI) in response to the coronavirus (COVID-19) pandemic.

Considering the additional SCI guidance issued, the Council updated its SCI in Summer 2020. The SCI was approved following the Delegated Decision Meeting on 21 July 2020. The SCI was updated to ensure that any of the policies in the SCI that cannot be complied with due to current guidance to help combat the spread of coronavirus (COVID-19) were reviewed and updated so that plan-making can continue. The SCI was amended by the addition of 'Annex A Planning Policy Consultations during COVID-19' for a temporary period during which social distancing restrictions are in place.

The draft SEMK SPD has been prepared to support the implementation of Policies SD11 and SD10 within Plan:MK and it considers other relevant policies within Plan:MK, notably Policies SD1, SD9 and INF1. The SEMK SPD seeks to establish how the requirements of Policy SD11 will be met. This has focussed on the spatial distribution of strategic infrastructure and main land uses (typically the strategic movement network, green infrastructure network, housing, education and local centres).

In response to the policy framework within Plan:MK, technical evidence, stakeholder engagement and Milton Keynes Council's understanding of other material considerations affecting the site, the draft SEMK SPD proposes:

- *a residential-led mixed use development of approximately 3000 homes;*
- *two education sites providing a total of seven forms of entry for secondary education and six forms of entry for primary education, as well as nursery and early years provision;*
- *two local centres, one either side of the railway line;*
- *scenarios for providing a comprehensive network of transport infrastructure which promote active modes of travel, enable public transport to service the development, enable a future fast mass-transit system connection, and consider potential future railway crossings;*
- *three options to provide seven permanent pitches for Gypsy and Travellers;*
- *a comprehensive network of footpaths and cycleways, extending the Milton Keynes Redway network into the site and ensuring good connectivity to adjoining communities of Woburn Sands, Wavendon and Bow Brickhill; and*
- *a network of green infrastructure and open space through the site that connects to areas beyond it.*

As noted above, Milton Keynes Council maintains that the draft SEMK SPD does not propose a preferred strategic movement network as uncertainty still exists over the East West Rail (EWR) Company's proposals for the existing railway and its associated stations and level crossings.

The draft SEMK SPD therefore outlines three scenarios that EWR Company may adopt with an associated strategic movement network response. Similarly, the draft SEMK SPD identifies options for the location of a new Gypsy and Traveller site consisting of seven pitches, on which Milton Keynes Council is also seeking feedback. These potential locations have been informed by a consideration of Policy HN11 (Gypsies and Travellers) which identifies the principles that inform the location of G&T sites including:

- *the need for the site to be accessible to shops, schools, health and other local services and community facilities;*
- *site must be well related to the primary movement network and have adequate road access;*
- *the site is compatible with neighbouring land uses, and minimises impact on adjacent uses, built form and landscape character;*
- *there is space within the site for the provision of essential facilities including parking, and landscaping;*
- *the development complies with Plan:MK Policies NE1-6; and*
- *the site would not affect a site of nature conservation interest.*

Further guidance that should inform the location and design of G&T sites can be found at 'Designing Gypsy and Traveller Sites Good Practice Guide' (*a document withdrawn by the Government) and 'Planning policy for traveller sites,' August 2015. Key points from these documents include:

- consideration of future management issues and pressure on existing infrastructure and services;
- creation of a safe environment;
- G&T sites should not be locations that are inappropriate for ordinary dwellings unless exceptional circumstances apply;
- sites should not be located on contaminated land and should be on relatively flat sites;
- the promotion of integrated co-existence between site and local community to be considered; relationship to surrounding community to improve community cohesion; where possible; and
- sites to be developed near housing for settled community; some G&T communities prefer to be on the edges but not too isolated cause of fears of safety, tend to be located near to light industrial uses.

While the draft SEMK SPD fixes as much detail as possible, for example the location of main land uses, key elements of the green infrastructure and open space network, patterns of housing density, character typologies, as well as a significant amount of the pedestrian and cycle network given the 3 strategic movement network responses as well as option locations for the gypsy and traveller site, some land use locations vary (such as the playing fields) depending on the EWR movement scenario and associated strategic movement network response.

It is anticipated that the final version of the SEMK SPD will contain one spatial framework plan for movement including (a) infrastructure/connections required as part of the delivery of SEMK and (b) fixes for safeguarded land.

If the strategic movement issues around the future of the railway have not been resolved to enable a single movement framework to be settled upon, then the final version of the SEMK SPD will contain a preferred movement framework plan in the core of the document (one that Milton Keynes Council want to see delivered as part of SEMK long term) alongside a 'fallback' or 'interim' plan which determines what can be fixed and what can be left open to alternative solutions or requires safeguards or reserves for as yet unknown decisions associated with East West Rail.

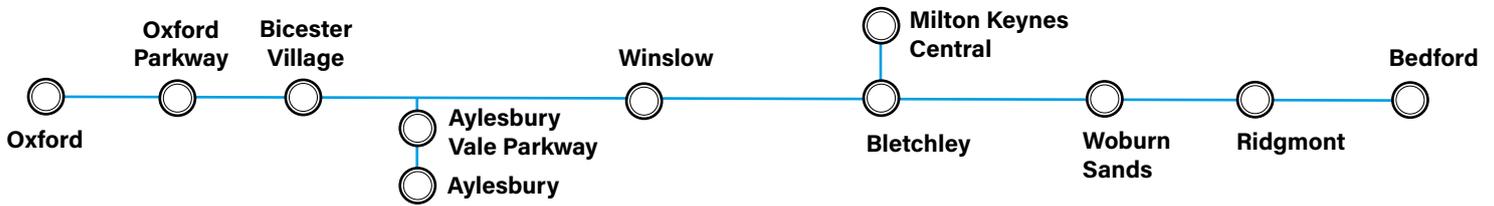
The additional key factors that have influenced the progress and content of the draft SEMK SPD, include the Oxford to Cambridge Expressway, East West Rail and local community engagement, and are summarised below.

Oxford Cambridge Expressway

Criteria A of Plan:MK Policy SD11 states that *"If the chosen corridor for the Oxford Cambridge Expressway (OCE) maintains the possibility that the OCE could be routed through the site, then planning permission for housing and associated uses will not be permitted until the detailed alignment of the OCE is known."* Early preparatory work on the SEMK SPD was paused by the Council in mid-2019 on the understanding that a route for the Expressway would be announced by Government in Autumn 2019. This followed an earlier announcement of the 'preferred corridor' in September 2018 which maintained the possibility that the Expressway could be routed through SEMK. No announcement was made in autumn 2019, however, as part of the Government's March 2020 budget announcement, further work on the Expressway was paused by the Department for Transport. Since then no further announcements about the Expressway have been made by Government or the Department for Transport. In the absence of further clarity, Milton Keynes Council recommenced work on the SEMK SPD in mid-2020 to ensure the timely delivery of the allocation through a planned approach to development of the site and to help maintain the Council's housing land supply through the plan period to 2031.

If, however the Oxford to Cambridge Expressway is progressed in a manner that would affect the development of the allocation, then the SPD will need to be urgently reviewed.

East West Rail



As part of the consideration of highway connectivity and place making objectives for SEMK, Milton Keynes Council has had to consider potential changes to the existing railway between Bow Brickhill and Woburn Sands associated with plans to deliver a comprehensive East West Rail service between Oxford and Cambridge.

East West Rail Company (EWR Co) have advised the council that they plan to undertake a non-statutory public consultation early in 2021 (potentially early March). This will entail proposals for the alignment of the new section of railway line that would run between Bedford and Cambridge as well as improvements to the existing railway line between Oxford and Bedford, including the Marston Vale Line (MVL). The consultation will explain the implications this has for the existing level crossings and stations along the MVL. Milton Keynes Council believes that this consultation will be followed by a statutory consultation before they submit a new Development Consent Order (DCO) in late 2022. Milton Keynes Council understand that the existing consents secured as part of the Western Section DCO will not be sufficient to cover the extent of work required to the MVL for the full Oxford - Cambridge Service, and a new DCO will be required. As the detailed proposals are yet to emerge from the EWR Co Milton Keynes Council has considered different scenarios or responses based on reasonable assumptions about possible changes, primarily the possible closure of level crossings and the creation of new road bridges over the railway at different locations between Bow Brickhill and Woburn Sands. In considering this, Milton Keynes Council has developed comprehensive scenarios for the SEMK strategic movement network that can provide benefits to the wider area, rather than just East West Rail or SEMK in isolation.

Milton Keynes Council considered the possibility of delaying progress on the SPD in order to align it with EWR's statutory consultation. However, on balance, it was felt that this was not appropriate given previous delays to consultation by EWR and our continued uncertainty over the scope and timing of the above-mentioned consultation. There was also the related concern that further delays to the preparation of the SPD would potentially result in developer-led planning applications.

East West Rail Connection Stage Two: Oxford to Bedford

Connection Stage 2 involves key work refurbishing existing railway lines between Bletchley and Bedford and major upgrades to both stations. Bedford station will be completely rebuilt and Bletchley station will be revamped.

Initial planning work has already been undertaken by Network Rail, the Department for Transport and the East West Rail Alliance. We are now looking at ways to carry out the work while minimising disruption for local communities. This includes considering completing the construction work in this section of the route in one go, rather than the two that were planned.

Early indications suggest it would make the whole programme shorter, less disruptive for local communities and more cost-efficient. We will share our proposals during a public consultation in 2021.

EWR are planning a non-statutory public consultation launching soon to hear your views on more detailed plans for the line between Oxford and Bedford, which we have developed in response to earlier consultation with our stakeholders and communities. The consultation will also cover proposals for the exact route of the new section of railway line that would run between Bedford and Cambridge.

Technical Consultations for South East Milton Keynes - Strategic Urban Extension

Have been undertaken by officers of Milton Keynes Council with;

- Milton Keynes Council (MKC) Education in relation to primary and secondary place provision.***
- MKC Highways and Transport Policy in relation to highways, public transport, cycling, walking and wider mobility issues.***
- MKC Flood and Water Management in relation to flood risk management.***
- MKC Burial Services in relation to the need for burial space within the area.***
- MKC Archaeology in relation to potential archaeology within the site and the approach to mitigating any possible impacts.***
- Highways England in relation to their strategic road network and the Expressway.***
- Network Rail and the East West Rail Company in relation to Marston Vale Line***

- *Parks Trust in relation to green infrastructure matters within and beyond the allocation.*
- *MK Clinical Commissioning Group in relation to the need and form of health provision within the allocation.*

Informal engagement with these and other stakeholders will continue to take place. The local and technical stakeholders outlined above, amongst a much wider range of stakeholders, will also be afforded the **formal opportunity to shape the SEMK SPD via this statutory consultation.**

List of Background Papers

Plan:MK - <https://www.milton-keynes.gov.uk/planning-and-building/plan-mk>

Following consideration of consultation responses, adoption of the Supplementary Planning Document (SPD) by MK Council is expected towards the Summer/Autumn 2021.

Wavendon Park



'Wavendon Voice' is a group of residents campaigning for the protection of our village environment in the face of massive new developments that surround us.

One of our projects is to fight for the creation of a new linear park on the former Wavendon golf course. Much of this land was formerly the park attached to Wavendon House and contains a half mile carriage drive from the Newport Road to the house as well as a lake and a series of feeder ponds. The grounds were set out in the late 19th century by the garden designer, Richard Woods, who was a contemporary of the renowned Capability Brown.

Already, Wavendon House and the surrounding formal gardens, including the lake, have been granted grade 2 listed status which enhances the chances of preserving that land. But this was not extended to the wider park. We need to challenge this.

Following the closure of the golf course in 2018, developers put forward a proposal for the construction of more than 700 houses on the site but were advised by MK planning that this would not be approved at that time - however it is almost certain that they will re-apply. The land is designated as being for 'open space and recreation' in Plan MK (the current strategic



plan) but new strategies, including the SE development plan and the aspirational MK50 plan have re designated the land as having potential for future development.

On behalf of Wavendon Voice I have lobbied a number of planners as well as our local MP, the Parks Trust and Historic England. I believe there is considerable support for a linear park but in the face of pressure from the developers, the voice of local people will be paramount in making our case.

One piece of good news is that just before Christmas, MK Council placed a tree preservation order on the entire former golf course and surrounding land. As the land contains a wealth of very old and more recently planted trees providing a beautiful landscaped environment, this development is very welcome and suggests that MK planners are beginning to hear our voice.

We are watching the situation closely so that we can react quickly if the need arises. If you would like to lend your support, please drop a note to **wavendonvoice@gmail.com** providing your name and e mail and we'll get back to you. **Please put 'Wavendon Park' in the subject box.**

Roger Penfound
MEMBER OF WAVENDON VOICE

Prepared and Distributed by Wavendon Parish Council (WPC)

Please copy WPC in on your responses to the consultation by email to the Parish Clerk at **clerk@wavendonparishcouncil.co.uk**

or by mail to; **The Clerk to Wavendon Parish Council, 57 West End, Long Whatton, Loughborough, Leicestershire, LE12 5DW**