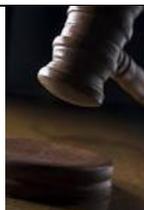


## Unitary Councillor Report

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

December 2018



#### **Wavendon Properties** - TOWN AND COUNTRY PLANNING ACT 1990 – SECTION 78

APPEAL MADE BY WAVENDON PROPERTIES LIMITED  
LAND TWO THE EAST OF NEWPORT ROAD AND TO THE EAST AND WEST OF CRANFIELD ROAD AT WOBURN SANDS, BUCKINGHAM, MK17 8UH  
APPLICATION REF: 16/00672/OUT

#### **Inspector's recommendation and summary of the decision**

- The Inspector recommended that the appeal be allowed and planning permission granted, subject to conditions.
- For the reasons given below, the Secretary of State disagrees with the Inspector's recommendation. **He has decided to dismiss the appeal and refuse planning permission.**



#### **DELEGATED DECISION - 20 NOVEMBER 2018**

**INTRODUCTION OF 20MPH SPEED RESTRICTIONS INTO NEW AND EXISTING RESIDENTIAL ESTATES.** The Council Plan 2016 – 2020 sets out how Milton Keynes Council will work to achieve its ambitions for Milton Keynes and includes a Transport commitment to introduce 20mph speed limits into new estates and to support any community that requests a 20mph speed limit.

#### **Snippets**

- **Levante Gate** – spoken with officers and no further contact from Guinness so I suggest this issue has been put on the back burner.

- **Blocked Gullies** – residents on Newport Road are naturally concerned by the fact that the gullies still appear blocked causing pooling and pedestrians risking getting soaked by passing vehicles. Carl Devereaux writes; *The Gullies and Side entry kerb weirs where cleared as part of the whole of the Newport Road as requested by the Local Council September 2018*

*At the time it was requested to have Serco in to clear the excessive silt in the kerb lines in this location and the rest of the Newport road, as in email dated the 11th September.*

*With the reduction in street cleaning by the council, it is having a negative impact resulting gullies that have been cleaned but soon silt up/ block up in the inlets and the gully pots, which is now becoming the norm, so highways are having to react again and again with the limited time and resources to clean gullies again which have just been cleaned.*

*This needs to be looked at on a larger picture, in having cleaning of the kerb lines first, on a more frequent schedule to remove silt and other litter, this will then result in the side entry gullies and gullies not blocking up in less than 4 months as this is the case.*

*The kerb weir gullies are just a small hole in the kerb line ,which can be easily cleaned by the parish warden by a flexible rod, as this is just leaf debris and silt holding the water back in the inlet, and would not require a large tanker been diverted across MK.*

Carl Devereux - Clerk of Works (Highways Team)

Direct: +44 (0)1908 254423

Switchboard: +44 (0)1908 691691

Email : [Carl.Devereux@milton-keynes.gov.uk](mailto:Carl.Devereux@milton-keynes.gov.uk)

Follow us on Twitter!: @mkcouncil

- **Community Infrastructure Fund**

Many parishes were unhappy with the presentation of the proposed Community Infrastructure Fund at the Parishes Forum in June and a number raised the issue with the MK Association of Local Councils (MKALC).

MKALC asked the Cabinet Member with responsibility for Public Realm, Cllr Martin Gowans, to defer the Fund for agreement with the parishes at the Parishes Advisory Group and Parishes Forum. Within the Delegated Decision process, Cllr Gowans agreed that further details of the process be delegated to the Service Director (Public Realm) in consultation with the responsible Cabinet Member and agreed with the parishes.

As agreement with the Parishes has not yet occurred there is a risk that some of the scheme applications may have been excluded from the fund notably any indoor improvements and requiring all landscaping to be done through MKC's contractor, SERCO, whether or not it was on MKC land. As a result, the Parishes Advisory Group has asked that the Fund be paused and the outstanding issues agreed.

Any application that has already been submitted will remain valid as the intention is only to widen the scope of the Fund. Once agreement is reached, parishes will require a clear month to put any new applications to their councils or indeed to replace an existing submission. Funding is for the financial year starting on 1st April 2019 and this will be unaffected.

An update will be given at the Parishes Forum on 13th December.

Debbie Taylor-Bond  
Head of Highways, MKC

Philip Ayles  
Chairman, MK Association of Local Councils



### Cost of Funding a PCSO

I have had a reply from HQ Finance. The current annual cost of a **full time PCSO is £35,441**. We raise quarterly invoices to partners so payment would be in 4 instalments over the year. **In April the cost is set to rise to £36,994**. If this is something you wish to discuss further let me know? I have copied in Insp Andy Pearce and PS Ross Gehnich from your Neighbourhood team as they would be involved in sorting out some of the detail if this is something we explore further.

John Batty | T/Chief Inspector 4720 | Deputy LPA Commander | Milton Keynes LPA |  
Internal Telephone 3416201 | Mobile 07973 368941 | Address Police Station 302 North  
Row, Witan Gate East, Milton Keynes MK9 2DS

Government Security Classification (GSC) Official.



Looks like 16th and 17th January are likely dates for the SEMK design workshop involving representatives from the Parishes - and others.

**Andrew Turner**  
**Senior Planning Officer | Development Plans**

Our chatbot can help with a range of planning questions why not click here to test her knowledge?

T: 01908 254892

M: 07775 110432

E: [andrew.turner@milton-keynes.gov.uk](mailto:andrew.turner@milton-keynes.gov.uk)

W: <https://www.milton-keynes.gov.uk/planning-and-building/>



## Preparing for Winter

The Council's highways team are in direct contact with a European weather forecasting centre and receive daily weather forecasts so they can decide when the gritters need to go out across the MK road network. The weather forecast is used along with specialist computerised ice detection equipment which can check the current road temperature as this can be much lower than air temperatures.

If frost, ice or snow is forecast then one of the following procedures are put into action.

- Precautionary salting/gritting of main roads before the ice forms.
- Salting icy and frosty minor roads.
- Snow ploughing and footway clearing.
- Salting and snow ploughing routes, salt bin locations.

### Priority 1 Routes

Priority routes are typically bus routes and our primary roads e.g. grid roads and link roads in the rural area. These routes are salted every time frost, snow or ice is forecasted. We use 9 lorries each time we salt the priority 1 routes and it takes us 3 hours to complete. The salting is normally carried out between 7pm and 10pm or between 4am and 7am. Priority 1

### Priority 2 Routes

Secondary salting routes are important distribution roads that may lead to schools, shopping centres, industrial and other key areas. Priority 2 salting routes are salted when there is more extreme weather. The salting is normally carried out during the daylight hours and only when the priority 1 routes are clear.

### Priority 3 Routes

Generally this network of roads, being the remainder of the network not included in either the Priority 1 or 2 networks, shall not be considered for treatment unless the Priority 1 and 2 networks are passable and clear of obstruction and only during extended periods of lying snow where resources are available.

### Snow Ploughing Routes

Considered to be the highest priority roads to be ploughed and/or salted in heavy snow conditions. As and when these are considered to be clear the rest of the grid road network will be done as well as main routes to villages, followed by any remaining roads on the Priority 1 network.

**M1 Motorway and A5 Trunk Road**

The M1 and A5 are salted by the Highways Agency. For information call 08700 660 115 or visit the Highways Agency website . Some sections of Milton Keynes roads are treated on a reciprocal basis by neighbouring authorities.

**Priority Footways**

Footways - Footways subject to normal overnight frosty conditions will not be routinely treated. However, during snow and/or prolonged periods of frost/ice, treatment of City Centre and High street Category 1 footways will be undertaken when resources become available from the carriageway Priority 1 and 2 networks. (Town centres are treated by our cleansing contractor as part of our Priority 1 footways).

**Car Parks**

The City Centre car parks and service roads are treated as and when salting of Priority 1 routes is carried out. Off street car parks will be treated in conjunction with the Priority 2 network in periods of prolonged adverse weather and then only when resources are not required on the Priority 1 network.

**Salt Bins**

MK Council is currently reviewing our salt bin provision in Milton Keynes. No new salt bins will be provided until the review is completed.

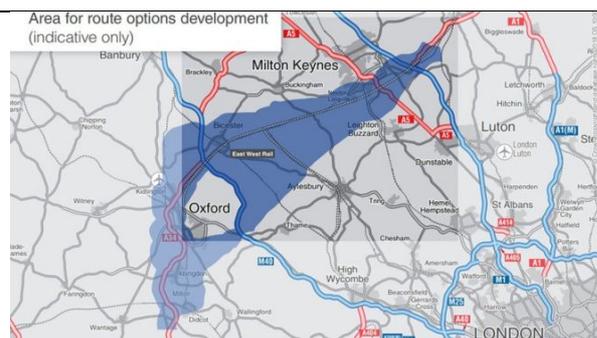
You may use the salt to prevent ice and snow forming on small areas of the road or pathways. Be sparing with any application of salt. When correctly applied, 5kg is sufficient to prevent ice forming on 100m of road.

**Salt is not provided for use on private driveways or private pathways.**

Council salt bins are either yellow or grey. Salt bins of another colour are either private, Parish or Town Council owned.

Highway services staff are on call 24 hrs a day to deal with winter weather duties:

- Monday, Tuesday, Thursday and Friday 9.00am – 5.15pm, please call 01908 252353
  - Wednesday 10:00am – 5:15pm, please Call 01908 252353
  - Monday to Friday 5.15pm – 9.00am Please Call 01908 226699
  - Weekends Please Call 01908 226699
-



Expressway

### Progress report from Highways England

We were asked to explore the case for a fast, high-quality road link to better connect Oxford, Milton Keynes and Cambridge. This included filling the missing link, a 30 mile gap in the network between the M1 at Milton Keynes and the M40 at Oxford, including the development of new capacity at Oxford to relieve pressure on the A34.

We have been working with stakeholders and partners on the first phase of the project, using analytical and evidence-based reviews to understand which of the proposed corridors should be taken forward for further development.

Following technical analysis and stakeholder engagement, Corridor B has been identified as the best performing option. This will deliver better benefits for the region as it out-performs Corridor A and C in supporting strategic transformational growth, regeneration and redevelopment.

We have rejected Corridor B2, whilst it offers similar benefits at a similar predicted cost to B3, the environmental impacts around the Horspath and Wheatley areas are substantially more difficult to overcome. There are also a number of significant constraints as the corridor heads north toward Bicester, including Otmoor Nature Reserve.

We will be developing viable route options for Corridor B1 and B3 (see description below) for public consultation next year:

- Corridor B1 – a central corridor broadly aligned with the proposed East-West Rail route from Abingdon to south Milton Keynes via Winslow. This option passes to the west of Oxford
- Corridor B3 – a central corridor broadly aligned with the proposed East-West Rail route from Abingdon to south Milton Keynes via Winslow. This option passes to the south east of Oxford.

You can find out more information about our findings and assessment in our Oxford to Cambridge Overview booklet.

You can see the area for the development of route options in our map.

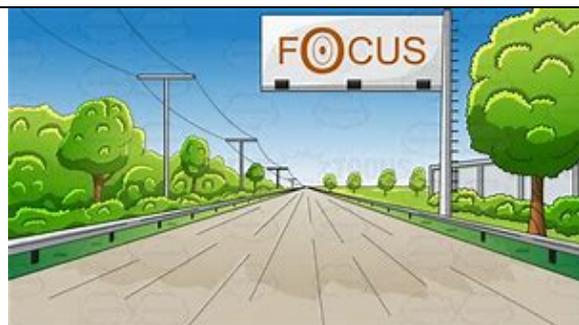
### What's next?

Now we have established the corridor we will provide everyone with the opportunity to get involved and help shape the final project. In the next stage we will continue to engage a wide group of stakeholders to help us identify all the information we require in order to shortlist viable routes. We will consult widely before making any decisions on the route's location. We will then consult again, asking for your feedback on more detailed plans before we submit the planning application to build the scheme.

### Timeline

- Autumn 2017 Commitment by the Chancellor for construction to commence on the missing link before the end of the Road Investment Strategy (RIS2) in 2025
- 2018 Corridor announcement
- Autumn 2019 Public consultation on route options\*
- 2020 Preferred route announcement\*
- 2025 Construction starts\*
- 2030 New link opens to the public

\*Indicative timetable, subject to preferred route options



East West Rail – Freight

### Strategic Context

- Freight and logistics will play a key role in servicing the needs of the Cambridge-Milton Keynes – Oxford arc (CaMkOx) and the wider Heartland area over the next 30 years. EEH need to understand how it can set the right conditions regionally, balancing the effective distribution of freight with the environment; by planning for freight holistically. This study will help EEH take a strategic view on freight.
- In a scenario where freight and logistics are not managed efficiently, business will be stifled, construction would slow, air quality would worsen and the cost of congestion and damage to infrastructure would be unsustainable.
- The NIC have identified the CaMkOx arc as a national priority, due in part to its existing clusters of world-class research, innovation and technology. The Heartland region is located near or within the 'Golden Triangle of Logistics'.

- Unlocking the region's full potential is dependent on the delivery of major transport infrastructure, doubling housebuilding and connecting existing communities through well designed place making.
- The delivery of circa one million new homes by 2050, major urban extensions and the construction of infrastructure schemes such as East West Rail and Oxford-Cambridge Expressway are examples of ways we will see haulage movements continue to rise throughout this period of unprecedented growth.
- But the value of freight also extends to the Heartlands approximate 5.1 million population who are all reliant on freight, either directly or indirectly as consumers. The Heartland needs to understand how it can continue to harness the benefit of freight due to the rise of E-commerce, so its communities can continue to have access to a range of goods and services – enriching their quality of life.
- The region's internationally significant business hubs, which range from scientific research to motorsport, all depends on the effective movement of goods. The growth and output of these businesses are reliant on the supply chain industry. Reducing the number of barriers for the import/export of goods to these sectors is critical.

**National Policy / Strategy:**

- Transport Investment Strategy 2017: Sets out the government's priorities and approach for future transport investment decisions. It estimates that under a high growth scenario, by 2040, congestion could cost the freight industry £3.7 billion.
- National Infrastructure Delivery Plan 2016-2021: It reports that roads are the backbone of the transport system, used for almost 70% of freight. The National Infrastructure Commission has been commissioned to produce a report on the impact of Freight by 2019.
- Industrial Strategy 2017: Values the role of UK ports which handle 95 percent of UK freight. These gateways attract inward investment and keep the UK competitive.
- National Planning Policy Framework 2012: Paragraph 31 calls for local authorities to work with each other to develop strategies to support sustainable development such as rail freight interchanges. Paragraph 35 stipulates the need for new development to be located and designed, where practical, to accommodate the efficient delivery of goods and supplies
- Rail Freight Strategy 2016: Examines the future potential of the rail freight industry and considers what new skills and technology is required to deliver the economic benefits associated with delivering more goods by rail
- Highways England The Road To Growth 2017: Recognises that freight and logistics are completely reliant on the strategic road network (carrying two thirds of freight

traffic) and how delays in freight cost the UK. It commits to work with the DfT and the freight industry on trials for freight platooning (lorry convoys) that should reduce journey time and could bring other savings to the logistics sector.

- Highways England - Connecting the Country: a forward thinking Strategy that identifies the trends that could shape the SRN which currently accounts for around two-thirds of Freight movements. A scenario planning approach sets out how the freight sector may respond to future changes such as the introduction of vehicle electrification and driverless platoons.
- National survey of lorry parking 2018: Comprehensive study undertaken in 2017 of the capacity and utilisation rates of overnight lorry parking in England. The most urgent need of parking was found to be in the South East, where 37% more overnight parking spaces are required.
- NIC Freight Study: An emerging study requested by government looking at the future of freight. The study will review options to improve the existing infrastructure and recommend ways to use new technologies and processes to transform how freight moves by road and rail through the country. An interim report is expected in autumn 2018.
- Major Infrastructure Projects: A range of major strategic infrastructure projects within or on the periphery of the Heartland region (e.g. Heathrow/Luton Airport, HS2) will have a significant influence on the freight and logistics industry



## CityFibre

**by Jean Gowin – City Development Manager – Milton Keynes**

In my last article I spoke of Milton Keynes' future and how I envision it will look once it is fuelled by a full fibre digital infrastructure. It's an exciting time for the city because digital connectivity has the power to transform our lives completely. From utilising the latest tech and entertainment systems at home to having safer streets thanks to smart city projects, the possibilities really are endless. This time I wanted to share some of the activities taking place across MK and how the CityFibre team and network are already impacting our city.

Fuelling the future

CityFibre began building gigabit infrastructure in MK in 2016. Since then, some of the city's most high-profile businesses have connected, including the MK Dons Stadium and The Open

University.

As an MK local, I was delighted when MK became the first place to benefit from our strategic partnership with Vodafone to reach one million homes and businesses with full fibre internet connectivity by 2021. Construction in the first areas of MK is now complete and Vodafone are trialling services in homes. The response from trialists has been fantastic so far. Vodafone's first customer Micaela Perez Amaro, a dance instructor, had to visit relatives in London if she wanted to send dance videos to her students because her internet connection wasn't good enough. Since transferring to a full fibre connection, she has been able to finally work from her own home – and to top it off the whole family can use the internet at the same time without issue.

Unearthing MK's digital secret

By now, I'm sure you will have seen our Coppersaurus, which was 'unearthed' outside the train station. The statue, a symbol of our country's prehistoric digital infrastructure, is part of our campaign to push the Advertising Standards Authority (ASA) to change the way the term 'fibre' is used in broadband advertising.

We chose to launch the UK wide campaign in MK since it's the first city in our fibre to the premises (FTTP) roll out with Vodafone, not to mention that the community have really engaged and embraced MK's digital transformation so far.

We believe it's important for consumers to understand what they are buying when it comes to broadband connectivity and we want it to be easier for everyone to distinguish between part and full fibre connectivity. At the moment, less than 4 per cent of premises in the country have access to a full fibre connection – with the majority making do with part fibre connections, which rely on copper wiring to complete the connection to buildings. Part fibre connections deliver significantly slower and far less reliable broadband, which is certainly not something fit for our growing digital needs.

Giving back to the community

At CityFibre we want to be a part of MK's journey as it strives for success. As a local resident, I already know that we have a great community spirit, it's one of the things I love most about my city.

We've supported the MK Hospital Charity Cancer Centre Appeal which aims to raise £15 million to fund a new state-of-the-art cancer centre which will help transform cancer care for patients, their families and the staff who treat them.

Our team got behind the campaign and encouraged our construction partners Granemore to help by hosting a tea party along our build routes. We've also held bake sales in the office and supported the campaign launch activities. As there is still £2.5 million to raise for this fantastic cause we have more fun fundraising activities planned to support the appeal throughout the year.

We have also supported the MK MS Therapy Centre with fundraising activities in our office and

been involved in other city community initiatives which help MK thrive.

With live services set to launch this autumn, we're on the cusp of something great and I certainly cannot wait to see what our incredible community can do with a world class digital infrastructure supporting our growth.

Jean Gowin is CityFibre's City Development Manager for Milton Keynes.



#### **Footpaths across Golf Course – Update**

Thank you for your email. The public footpaths leading into and through the golf course were inspected again this morning (11 December) following further reports of "Keep Out" signage. I can confirm that there are no remaining "Keep Out" signs on any of the public footpaths and that all the routes are now well waymarked.

I believe I know the route you are referring to and have already been contacted about it. I confirm that there is no public bridleway or public footpath next to South Lodge, Cross End. I have attached a map to show the position of all of the public rights of way through the golf course. The red dot indicates the gate that originally had a "Keep Out" sign on, which has now been removed. The green dot indicates the position that I believe you are referring to below, as you can see there are no public rights of way in the immediate area.

A discussion has been had with a member of the public regarding the possibility of claiming this route as a public right of way, would you like me to ask her to make contact with you about this?

Rosie Armstrong  
Rights of Way Officer  
Rights of Way  
Tel : 01908 254418  
Email: [rosie.armstrong@milton-keynes.gov.uk](mailto:rosie.armstrong@milton-keynes.gov.uk)

Milton Keynes Council | Synergy Park | Chesney Wold | Bleak Hall | Milton Keynes | MK6  
1LY



## Development adjacent to the Stables

Members will recall the ongoing issues concerning the possible impact of development adjacent to the Stables Theatre. Latest exchange below;

*Dear Cheng*

*Thank you for sending this through. Unfortunately, we are not entirely reassured.*

*We would like to have a written policy document from MK Council which clearly sets out the methodology which MK Council will use in the event of any noise complaints from the property.*

*I have looked on the MKC website and there is a distinct lack of information around the methodology, yet as I recollect we were given instructions during at least one International Festival that noise monitoring had to be undertaken through OPEN windows.*

*We are seeing reassurance that this would not be applied in the future and that any successors to me or the current MKC officers will have sufficient documentation to refer to, ensuring that the organisation will not be put in the position of having to comply with an impossible requirement if the proposed mitigation of CLOSED windows does not apply.*

*Further to this, we are concerned that the 3 storey block of flats to the north of the site still leaves us exposed to being overlooked and more vulnerable to noise complaints from this area. It was noted during our last meeting that a visual separation between our building and residents would help with the psychological impact of noise, reducing the likelihood of complaint.*

*We are still concerned with the proposed resolution of screening / mounding to the boundary and a bit baffled that the plans show a LEAP right up next to our boundary and within the buffer zone. Surely this type of facility would be better situated nearer the centre of the scheme (e.g. in the area of the retained pond)? It's removal from the buffer zone would cut down on the number of footpaths required in the zone and give better scope for landscaping.*

*There is no suggestion that the buffer zone should be other than a 'semi-natural area' with enhanced planting to the natural hedgerow and it ignores the opportunity for significant mounding and substantial tree planting to help the visual separation. We are not clear on*

*what the reference to the 'possible acoustic fence?' means and whether this is instead of, or as well as, the discussed natural planting reinforcement of the boundary. Our preference is to ensure as much screening and sound separation as possible, whilst retaining the rural aspect of the area, so perhaps a combination approach is required.*

*Best wishes*

*Monica R. Ferguson | Chief Executive & Artistic Director*

*The Stables, Stockwell Lane, Wavendon, Milton Keynes, MK17 8LU  
www.stables.org | www.ifmiltonkeynes.org*

*monica.ferguson@stables.org*



**Claire Poulton**

[https://www.youtube.com/watch?v=kNx2r\\_t9HJI&feature=youtu.be](https://www.youtube.com/watch?v=kNx2r_t9HJI&feature=youtu.be)

You may be interested to see the attached video which is an evaluation of another Landscape Partnership.

### **Discover Greensand Country**

Greensand Country surrounds the Greensand Ridge – the long sweep of high ground running from Leighton Buzzard to Gamlingay

The steep slopes and dry valleys of Greensand Country create a varied patchwork of heathland, woodland, parkland, farmland and rivers. Many of our best wildlife watching sites are all within a short drive or walk of each other so you can easily visit several in a single day.

Star species include Adder and Common Lizard on the dry heaths at Stockgrove and Rushmere, Otter on the Flit river, and Purple Emperor, White Letter Hairstreak and White Admiral butterflies in the woods at Chicksands and Kings Wood. On the dry grassland at Old Warden Tunnels and Sandy Smith Bee Orchid flower in the spring and Pyramidal Orchid turn the ground purple in the summer. Even the tiny reserve at Duck Hill near Maulden is home to 14 different species of dragonfly.

In the east of Greensand Country is the RSPB headquarters at Sandy and the wet meadows of the Riddy, one of the few remaining places in the county where you can see a Water Vole dropping with a 'plop' into the water.

Red Kites soar in the skies right across the area, searching for food and Green Woodpeckers yaffle from the trees.

The Bedfordshire Natural History Society collects records of all the wildlife in the area and produce reports and updates of interesting sightings. Other affiliated groups record a range of other species including bats and invertebrates. The BNHS runs regular walks, talks and meetings and there's also a YounGnats group for kids and families wanting to learn more about nature.

The heritage of Greensand Country is still visible in its buildings and its landscape. You can see the Greensand itself in the green church at Husbourne Crawley, as well as sandstone walls and structures right across the area. The distinctive estate villages at Woburn and Shuttleworth show off the taste of their individual landowners in the 18th and 19th century. Look closely and you'll find the remains of Norman castles, Roman settlements and Iron Age hill forts. Self-guided walks like the Two Moors Heritage trail around Flitwick, Flitton and Ruxox are a perfect way to explore two thousand years of Greensand history in an easy afternoon's walk.

Grand houses are still a feature of the Greensand Country. Woburn Abbey and the ruin of Houghton House are open to the public. In many places sweeping, landscaped parklands survive even though the manor houses are closed or demolished, including Ampthill Great Park where Katherine of Aragon lived for many years, and the work of the Greensand Country Landscape Partnership will create new walking trails round some of the smaller parklands as well.

Ridgmont Station Heritage Centre is a hidden gem based at Ridgmont Railway Station on the Marston Vale rail line. The station building is built in the distinctive Victorian Gothic 'Cottage Orné' style, and the restoration has won a number of awards. Download the Ridgmont Station Heritage Centre DL Leaflet – July 2018pdf for further information

Greensand Country has a literary heritage too, inspiration for the works of John Bunyan and John Clare.

The Bedfordshire Local History Association and the local heritage societies are the perfect place to start exploring the heritage of Greensand Country. If you would like to research the history or restore the built heritage of your local are then the Greensand Country Landscape Partnership may be able to help with advice and grant funding.



I thought I would give you an update on our ongoing work following our previous updates issued on

- 27 March 2017
- 6 July 2017
- 17 October 2017
- 31 January 2018
- 12 June 2018

and

- 31 July 2018 and 13 August (specifically sent to those ward councillors who had a parish in their ward who had expressed an interest in delivering their own landscaping services from 2020)

The number of P&TC's that have confirmed that they would like to carry out their own landscaping services from 2020 is 13. You may be aware that we currently have 6 successful 'devolved' parish landscaping agreements that have been in operation since 2014. The 6 parishes that currently deliver their own landscaping services are

- Olney
- Ravenstone
- Stony Stratford
- West Bletchley
- Weston Underwood
- Woughton

The 13 parishes that have confirmed their commitment to deliver their own landscaping services from 2020 are

- Bletchley & Fenny Stratford
- Campbell Park
- Shenley Brook End and Tattenhoe
- Abbey Hill
- Shenley Church End
- Broughton and Milton Keynes
- Castlethorpe
- Hanslope
- Lavendon
- Sherrington
- Simpson and Ashland
- Stoke Goldington
- Old Woughton

Over the coming months we will be working alongside our existing contractor for landscaping services, (Serco) with a view to re-negotiating and extending the existing corporate contract (which is due to expire / available for renewal in 2020), minus the 13 parish areas that want to deliver their own services from 2020. This piece of work ties in with the Environmental Services Transformation Programme, and updates and recommendations for both elements (ie the ESTP and the balance of the landscaping contract extension) will presented to the Cabinet in the new year.

We will also be working with the 13 parishes that have confirmed their commitment from 2020, to prepare them for the service transfer, and agree the 'devolution agreements' with them.

We continue to work closely with two of our larger parish and town councils (Shenley Brook End & Tattenhoe and Newport Pagnell) who are interested in taking on assets (in the form of play areas and open spaces) and the associated services (landscape maintenance and play area maintenance and inspections). The Council has an established Community Asset Transfer Programme / Policy, and transferring (devolving) services alongside assets, is a natural progression in the 'devolution' and 'working locally' programme.

If you would like any more information on the developments of the programme, please do not hesitate to contact me or Sarah. Equally, we would welcome any feedback that you may have on our journey to date.

Kay Pettit - Programme Manager – Parish and Town Councils

T: 07971 102 278

E: [kay.pettit@milton-keynes.gov.uk](mailto:kay.pettit@milton-keynes.gov.uk)



Roadworks / Refresh road markings / Street Lights

Cranfield Road	Refresh all existing road markings	Woburn Sands	Danesborough & Walton	Date - TBC
Street Lighting Improvements	Woburn Sands Estate Roads	Inc. Parkway & Hillway	As above	Completed by 31-Dec-18
New sewer connection	ROAD CLOSURE	PHOEBE LANE		28/01/19 24 hours and 06/02/19 24 hours



### **Fulbrook School Consultation**

*Please find attached the relevant documents for Fulbrook Academy to carry out a consultation on the proposal to extend our age range and the Admission Arrangements that are required to fit with that proposal.*

*Please can you share this with Members of Woburn Sands Town Council?*

*Documents attached are:*

- 1) Fulbrook Academy Consultation - Extend Age Range*
- 2) Fulbrook Academy Consultation to Extend Age Range - Response Form*
- 3) Fulbrook Academy Admissions Policy 2020*

*The consultation will run until 21st January 2019.*

*Please send responses by email to [Consultation@fulbrookmiddleschool.org.uk](mailto:Consultation@fulbrookmiddleschool.org.uk)  
Alternatively post to Fulbrook Academy, Weathercock Lane, Woburn Sands, Milton Keynes  
MK17 8NP*



### **What is Plan:MK?**

The key features of Plan:MK are:

- 7,600 new homes across MK: 1,000 in rural villages, 1,000 in the south-east urban extension, 5,000 within the city and 600 in Eaton Leys
  - Allocated land for employment, south of Caldecotte
  - Creating jobs through the development and growth of the east-west growth corridor
  - Identification of land east of the M1 for housing and employment, after 2031 (or earlier)
  - Providing different types of properties, including affordable homes (33%), housing association properties and private rentals
-

- Educational facilities, including a new University
- Protecting existing open spaces and providing easy access to open areas and parklands for new housing
- Ensuring proper infrastructure is in place in growth areas, funded by development (e.g. schools, health, broadband etc.)

### **Current Stage of Plan:MK**

The Council has published a schedule of main modifications to Plan:MK for a six-week consultation period between the 31 October and the 12 December 2018.

Email: [planmk@milton-keynes.gov.uk](mailto:planmk@milton-keynes.gov.uk)

Or Post: Milton Keynes Council

Development Plans

Civic Offices

1 Saxon Gate East

Central Milton Keynes

MK9 3EJ

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### **Highways Accessibility Fund 2019/20**

£25k has been identified as a fund to address accessibility issues within Milton Keynes. There are many locations where access controls have previously been installed where a footway meets a carriageway as a road safety measure to prevent conflict between users. Many locations do not meet the guidance set out in the Equality Act, predominantly in areas constructed prior to 2010, meaning many wheelchair and mobility impaired users are unable to navigate these footways.

The Equality Act 2010 introduced a new public sector general equality duty for local authorities to pay due regard to the need for the advancement of equality of opportunity. Although the act cannot be applied retrospectively, we have a duty to allow and maintain access along our network for all residents as far as is practicable. By addressing areas where mobility impaired users are prevented from using our footway network we are contributing to the Milton Keynes Council Plan 2016-2020 by providing a fair and equal area for all residents where we put our customers first.

Are you are aware of any locations within your area, that are adopted highway, that would benefit from the use of this fund to improve accessibility? If so, please submit a request for consideration. Please see the attached link to obtain more information <https://www.milton-keynes.gov.uk/highways-and-transport-hub/managing-our-highways/highways-accessibility-fund>

Alternatively, if you have questions and would like to talk to someone on this, please contact the Business liaison team at [business.liaison@milton-keynes.gov.uk](mailto:business.liaison@milton-keynes.gov.uk) and they will be in contact with you as soon as possible to discuss your query.

Naveed Ahmed - Senior Highway Liaison Officer

Milton Keynes Council, Public Realm Services Group  
Synergy Park Offices | Chesney Wold | Bleak Hall | Milton Keynes | MK6 1LY



#### **Parishes Clean Up Fund**

A last minute amendment to the 2018/19 budget saw a one off amount of £100,000 being set aside to help Parish and Town Councils and Community Groups improve and clean up their environments. Following some helpful discussions at the Parishes Forum on 13 September, Nicholas Hannon (Head of Environment and Waste) invited all parishes to submit their requests. Councillors were advised of the process via Councillors News on 12.10.18. The deadline for applications was 31.10.18. The response has been really positive and we have had the following applications / requests

- 12 Deep Clean – 33 areas
- 16 Litter-Picking kits – 159 kits
- 4 Enforcement Training – 13 delegates
- 5 borrowing equipment
- 2 “other” requests – little bins, sweeper & trailer

In addition we have had a joint bid from a group of parishes, which we were delighted to receive, as it is a really good example of parishes coming together to work collaboratively to address some of the challenges that they face due to our own financial challenges and reductions in services. The bid demonstrates that with a small amount of money, (they are requesting funding to purchase equipment which they will manage and oversee, and make available to all parish councils to use) they could become more self- sufficient, more resilient and less reliant on us as a principal authority. The bid has been led 6 parish and town councils, working for and on behalf of all parish and town councils in MK. Nicholas Hannon (Head of Waste and Environment) and Kay Pettit (Programme Manager for Parish and Town

Councils) met with the 6 'lead councils' last week to discuss the proposal and agree on next steps. It's likely that those parishes who have applied for deep cleans, that subsequently agree to support the collaborative bid could access their deep clean through the collaboration arrangement.

Meanwhile litter picking kits are being ordered and will be distributed, and the enforcement training is being arranged. If you would like any further information, please contact Tina Guile, Project Manager at [tina.guile@milton-keynes.gov.uk](mailto:tina.guile@milton-keynes.gov.uk) or 07702 816716

***David Hopkins / Victoria Hopkins / Alice Jenkins***

## **MKC Senior Staff List Corporate Core - MKC Senior Team 2018**

<b>Chief Executive</b>	<b>Michael Bracey</b>	<b>01908 252200</b>
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<b>Contact Us</b> <a href="http://www.milton-keynes.gov.uk">www.milton-keynes.gov.uk</a>	<b>Email:</b> firstname.surname@milton-keynes.gov.uk	<b>Tel: 01908 691691</b>
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<b>Resources Corporate Director</b>	<b>Paul Simpson</b>	<b>01908 253374</b>
<b>Service Director: Legal and Democratic Services</b>	<b>Sharon Bridglalsingh</b>	<b>01908 252095</b>
<b>Service Director: Finance and Resources</b>	<b>Steve Richardson</b>	<b>01908 252756</b>
<b>Head of Revenues and Benefits</b>	<b>Robin Bates</b>	<b>07738 636820</b>
<b>Assistant Director: Audit &amp; Risk Management</b>	<b>Duncan Wilkinson</b>	<b>01908 252089</b>
<b>Service Delivery Manager: ICT</b>	<b>Hazel Lewis</b>	<b>01908 254117</b>
<b>Capital Programme Director</b>	<b>Kamran Rashid</b>	<b>07792 540523</b>
<b>Head of HR</b>	<b>Musrat Zaman</b>	<b>01908 254278</b>
<b>Head of Customer Service, Digital and Transformation</b>	<b>Vacant from November 2017</b>	
<b>People Corporate Director</b>	<b>Michael Bracey</b>	<b>01908 258041</b>
<b>Director of Public Health (Shared with Bedford &amp; Central Bedfordshire Councils)</b>	<b>Muriel Scott</b>	<b>01908 254241</b>
<b>Service Director: Children's Services</b>	<b>Mac Heath</b>	<b>01908 253121</b>
<b>Service Director: Adult Services</b>	<b>Victoria Collins</b>	<b>01908 253270</b>

<b>Assistant Director: Joint Commissioning</b>	<b>Mick Hancock</b>	<b>01908 252091</b>
<b>Place Corporate Director</b>	<b>Duncan Sharkey</b>	<b>01908 253411</b>
<b>Service Director: Housing &amp; Regeneration</b>	<b>Michael Kelleher</b>	<b>01908 254167</b>
<b>Service Director: Public Realm Services</b>	<b>Tom Blackburne-Maze</b>	<b>01908 252213</b>

<b>Service Director: Planning, Culture and Infrastructure</b>	<b>Vacant from August 2017</b>	
<b>Head of Economy and Culture</b>	<b>Pam Gosal</b>	<b>01908 252192</b>
<b>Head of Placemaking</b>	<b>Neil Sainsbury</b>	<b>01908 252708</b>
<b>Head of Development Management</b>	<b>Brett Leahy</b>	<b>01908 252609</b>
<b>MKDP Chief Executive</b>	<b>Charles Macdonald charles.macdonald@mkdp.co.uk</b>	<b>01908 253899</b>
<b>Independent Chair</b>	<b>John Duggan john.duggan@mkdp.co.uk</b>	<b>01908 253405</b>
<b>Director of Strategy &amp; Futures</b>	<b>Geoff Snelson</b>	<b>01908 252665</b>

<b>Acting Service Director: Policy, Insight &amp; Communication s</b>	<b>Sarah Gonsalves</b>	<b>01908 252275</b>
<b>Head of Communications</b>	<b>Kellie Evans</b>	<b>01908 252413</b>